



राजपत्र, हिमाचल प्रदेश

हिमाचल प्रदेश राज्य शासन द्वारा प्रकाशित

शिमला, मंगलवार, 10 नवम्बर, 2009 / 19 कार्तिक, 1931

हिमाचल प्रदेश सरकार

[Authoritative English Text of Government Notification No. TCP-F (5)-1/2009 dated 22-10-2009. as required under clause (3) of Article 348 of the Constitution of India].

TOWN & COUNTRY PLANNING DEPARTMENT

NOTIFICATION

Shimla-2, the 22nd October, 2009

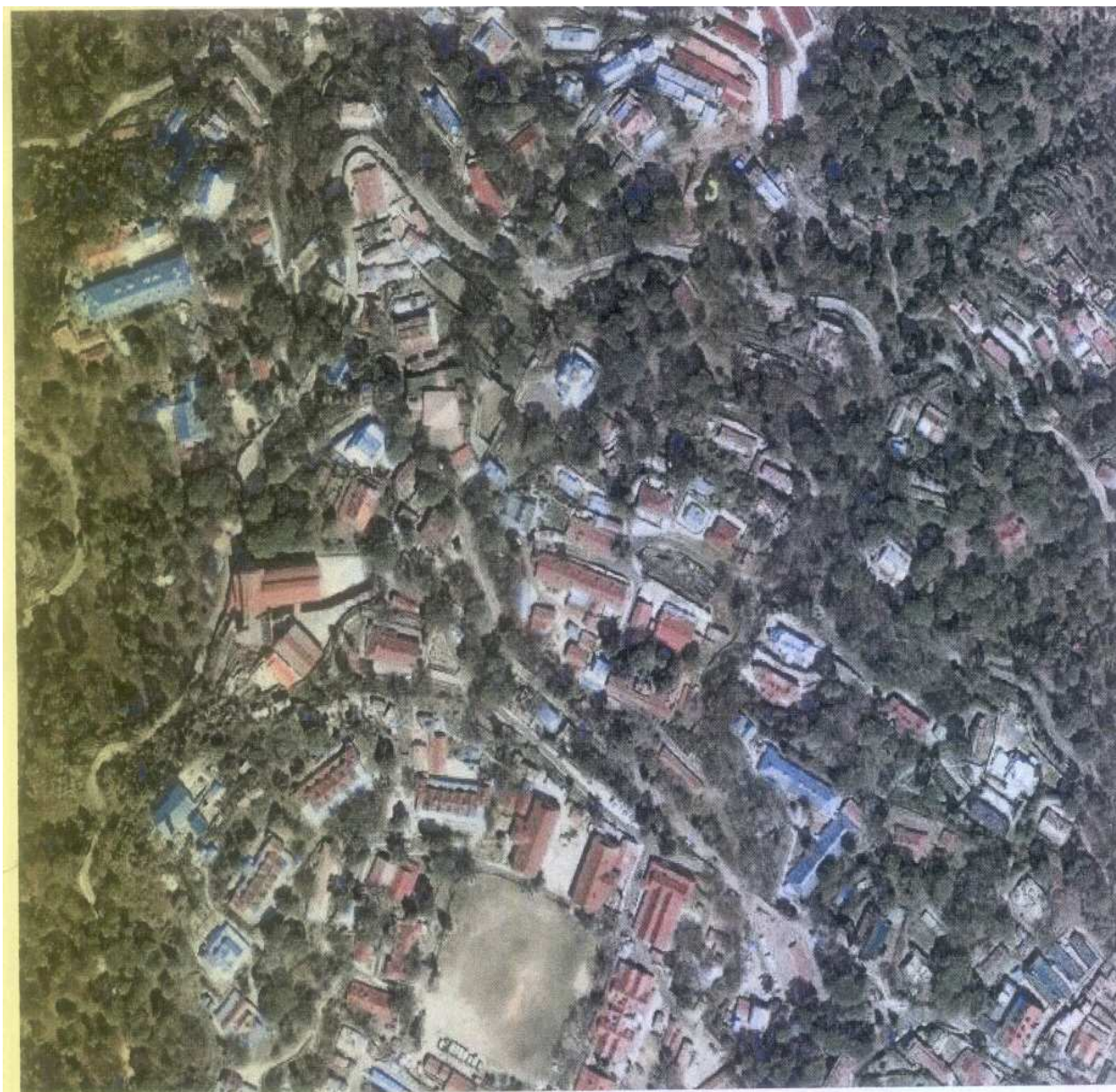
NO. TCP-F(5)-1/2009.—Whereas the Governor of Himachal Pradesh in exercise of the powers vested in her under sub-section (1) of section 20 of the Himachal Pradesh, Town and Country Planning Act, 1977 (Act No.12 of 1977) has approved the Development Plan for Kasauli Planning Area, District Solan Himachal Pradesh, prepared by the Director, Town and Country Planning Department, Himachal Pradesh under section-19 of the said Act with modifications;

Now, therefore, in exercise of the powers vested in her under sub-section (4) of section 20 of the said Act, the Governor of Himachal Pradesh is pleased to publish the Development Plan for Kasauli Planning Area as approved by the State Government and gives the notice that a copy of the said Development Plan may be inspected in the following offices during office hours, namely:—

1. Addl. Chief Secretary (TCP) to the Government of Himachal Pradesh.
2. The Director,
Town and Country Planning Department,
H.P. Shimla-171009.
3. The Town and Country Planner,
Division Town Planning Office,
Solan, Distt. Solan, H.P.

By Order,
Sd/-
Addl. Chief Secretary.

DEVELOPMENT PLAN FOR KASAULI PLANNING AREA



**TOWN AND COUNTRY PLANNING DEPARTMENT,
GOVT. OF HIMACHAL PRADESH, SHIMLA-171009**

FOREWORD

Kasauli is one of the most popular hill stations of Himachal Pradesh. The town is widely known for its commanding site. It has a panoramic view of the Plains, on one hand and the lofty snow clad Greater Himalayas, on the other. It is blessed with a salubrious climate and peaceful environs. The Cantonment Town of Kasauli possesses a vital colonial heritage and well preserved hillscape. Due to proximity to the Plains, a large number of tourists visit the place.

In order to combat threats from urbanization and consumerism forces, on the one hand and to ensure planned and regulated development, on the other, the State Government extended the provisions of the Himachal Pradesh Town and Country Planning Act, 1977 (Act No. 12 of 1977) to Kasauli Planning Area, vide Notification dated 17-10-1991. The Development Plan was notified by the Government and published in the Official Gazette on 21-07-1998. Since then, the provisions of this Plan have been in force in the area.

The Hon'ble High Court of the State passed orders in the CWPL titled Shri Baljit Malik V/S State of Himachal Pradesh in December, 2006 that no construction having financial involvement of more than Rs. 25 lac be approved or allowed to be executed by the State Government in Kasauli Planning Area. In compliance of orders of the Hon'ble High Court, no project of any kind has been approved by the Town and Country Planning Department, having financial involvement of more than Rs. 25 lac. In order to address this aspect, the Development Plan was required to take a holistic view of availability of resources of the area, on one hand and sustainability of development to be carried accordingly, on the other in the larger public interest. In compliance of Hon'ble High Court Orders, the boundaries of Kasauli Planning Area were extended vide State Government Notification dated 15-01-2007. Existing landuse of the area was also frozen.

Kasauli Planning Area measures 1911.39 Hectare. It comprises of 35 revenue villages, which fall in 10 panchayats. Total population of the Planning Area is 11,556 persons, as per census 2001. It is anticipated that population of the Planning Area shall increase to about 18,000 by census year 2021.

In order to maintain the premier character of Kasauli, as a major tourist destination and sustainable habitat of local population, on one hand and to ensure sustainable development of the area, on the other, the proposed Draft Development Plan document has been prepared for the revised Planning Area, known as Greater Kasauli Planning Area. A notice for inviting public objections and suggestions on the same was published in the Official Gazette dated 23-9-2008. A series of meetings were conducted to explain the provisions of the draft document. The Development Plan has been finalized after consideration of public objections and suggestions by the Director. The document makes compliance of the Hon'ble High Court Orders issued from time to time. It addresses the concerns of general public, Panchayati Raj Institutions and the various existing stakeholders.

The Development Plan envisages for up-gradation of Parwanoo-Kasauli-Garkhal-Dharampur road, so that it acts as a Circular Road alongwith National Highway-22. Garkhal Bye-pass has been proposed to be constructed. A Bus Stand and a parking lot near Garkhal Bazaar Chowk have been proposed to be developed. A Petrol Pump, a Community Hall and a Stadium have also been proposed in the area. The Plan is proposed to be implemented through Land Pooling and Re-constitution Mechanism by the Development Authority. The Plan envisages regulatory mechanism for development and accordingly grant of permissions and enforcement of provisions of the document.

Place: Shimla

Date:

Director,
Town and Country Planning Department,
Himachal Pradesh, Shimla-171009.

**TOWN AND COUNTRY PLANNING DEPARTMENT
HIMACHAL PRADESH**

No. HIM/TP/PJT/DP/Kasauli/2008 /Volume-III/ Shimla,

Dated:

To

The Principal Secretary (TCP) to the
Government of Himachal Pradesh,
Shimla-171002.

Subject: Development Plan for Kasauli Planning Area in compliance of Hon'ble High Court's Order dated 30.9.2008.

Madam,

The Hon'ble High Court vide its order dated 30-9-2008 had directed **“within a month of the disposal of the objections or say upto 22nd February, 2009, the Director, Town and Country Planning, shall (We are directing by this order) process the draft in its original form or modified/ changed form, based on the decision, which he takes qua the objections received from the public and will ensure that the same is submitted to the Government within 15 days. The State Government shall (this is again our direction) take the final decision within 15 days, i.e. upto 10th March, 2009. Within a week thereafter, affidavits shall be submitted by the Director, Town and Country Planning and the Chief Secretary about the compliance of our aforesaid directions and the matter shall be listed in the Court on 20th March, 2009”** (Annexure-I).

In compliance of order of the Hon'ble High Court dated 30-9-2008, the Draft Development Plan for Kasauli Planning Area was prepared by the Department and notice of public objections and suggestions issued vide notice dated. 20-9-2008 (Annexure-II) which was published in the Official Gazette on 23-9-2008 (Annexure-III). The objections and suggestions were heard by the Director on 28-11-2008. The summary of objections and suggestions alongwith decisions is enclosed at Annexure-IV. A copy of Development Plan document, as finalized by the Department is enclosed herewith (Annexure-V). The salient features of the Development Plan are as under:—

- (i) Kasauli Planning Area measures 1911.39 Hectare. It comprises of 35 Revenue villages, which fall in 10 Panchayats. Total population of Planning Area is 11,556 persons, as per census 2001. It is anticipated that population of Planning Area shall increase to about 18,000 by census year 2021.
- (ii) In order to maintain the premier character of Kasauli, as a major tourist destination and sustainable habitat of local population, on one hand and to ensure holistic as well as heritage and eco-friendly development of area, on the other, the proposed Development Plan document has been prepared for the revised Planning Area, known as Greater Kasauli Planning Area.
- (iii) The major proposals of Development Plan are:—
 - (a) Up-gradation of Parwanoo- Kasauli-Garkhal-Dharampur road, so that it acts as a Circular road alongwith National Highway No.-22.
 - (b) Construction of Garkhal Bye Pass.

- (c) Proposal of a Bus Stand near Garkhal.
- (d) Proposal of Parking lot near Garkhal for Taxis, Cars and two wheelers.
- (e) Implementation of Development Plan through Land Pooling and Re-Constitution Mechanism by the Development Authority.
- (f) Regulatory provisions for planning and development.

In view of foregoing submissions, it is requested that the Development Plan may be considered, so that time bound compliance of Hon'ble High Court's Order dated 30-9-2008 is ensured, please.

Yours faithfully,

Encl: As above.

Director,
Town and Country Planning Department,
Himachal Pradesh, Shimla-171009.

CHAPTER-I**THE CONTEXT**

1.1 Kasauli is one of the most popular hill stations of Himachal Pradesh. The town is widely known for its commanding site, panoramic view of the Plains, on one hand and the lofty snow clad Greater Himalayas, on the other. It is easily accessible from the Plains of Punjab and Haryana. It has salubrious climate. The Cantonment town of Kasauli has vital colonial heritage and well preserved hillscape. A large number of tourists from Plains visit the place. The town and its surrounding areas have an immense potential for development, as an attractive and popular tourist hill resort.

1.2 The post-independence era witnessed steady increase in residential and hotel development in and around Kasauli town. Due to the Kashmir and Punjab problems, during the last about 25 years, the building activities as well as transactions of land have increased manifold in this area. While Kashmir was virtually closed, the tourists turned towards Shimla, Manali, Dalhousie, Kasauli and other tourist destinations of Himachal Pradesh. Earlier the Punjab problem had forced rich persons of Punjab to seek their abodes in calm, quiet, pleasant and clean environs of Kasauli. A large number of private developers, hoteliers, rich people and well placed persons have acquired or built properties in the area.

1.3 In order to combat threats from urbanization and consumerist forces, on one hand and to ensure planned and regulated development of area, on the other, the State Government extended provisions of the Himachal Pradesh Town and Country Planning Act, 1977 (Act No. 12 of 1977) to Kasauli Planning Area vide notification No. PBW (B&R) 24 (1)/91, dated 17-10-1991. Section 15-A of the Act *ibid* was immediately invoked in the Planning Area vide state Government Notification No. PBW (B&R) (B) 24 (1)/91, dated 31-8-1992, published in the Official Gazette on 19-9-1992, whereby the existing land use of Kasauli Planning Area was frozen, pending the preparation of existing land use map.

1.4 Subsequently, the existing land use map of the area was prepared, notified for public objections and suggestions and finally adopted vide notice in Official Gazette dated 29-8-1995. In the year 1996, however, due to resentment of local public, the boundaries of Kasauli Planning Area were reduced and redefined. The Development Plan for this area was prepared under provisions of Section-18 of the Act *ibid* and notified for inviting public objections and suggestions. The Development Plan based on the perspective requirements up to the year 2015 was approved by the State Government and published in the Official Gazette dated 21-07-1998. Since then, the provisions of this Development Plan had been in force in the area.

1.5 The Hon'ble High Court of the State passed orders in the CWPL titled Sh. Baljit Malik V/S State of Himachal Pradesh in December, 2006 that no construction having financial involvement of more than Rs. 25 lac be approved or allowed to be executed by the State Government in Kasauli Planning Area. In compliance of orders of the Hon'ble High Court, no project of any kind has been approved by the Town and Country Planning Department, having financial involvement of more than Rs. 25 lac.

1.6 The boundaries of Kasauli Planning Area were extended in January, 2007, so as to include the areas which were acquiring urban character. Accordingly, areas along the roads emanating from Kasauli upto Jagjitnagar on Shaktighat-Jagjitnagar road, upto Morepen nallah on Kasauli-Jangeshu-Parwanoo road and upto Tipra on Kimughat-Chakki-Ka-More road were included in Kasauli Planning Area vide Notification dated 15-01-2007. Existing landuse of the area

was also frozen and thus permission for change of landuse and any kind of development became mandatory. The existing land use map of the additional Planning Area was prepared and notified for inviting public objections and suggestions and the same adopted vide Notice No. 2662-2790 dated 19-6-2008 of the Director, Town and Country Planning Department, published in the Official Gazette on 23-9-2008.

1.7 The Draft Development Plan for the revised Kasauli Planning Area, known as the Greater Kasauli Planning Area was prepared by the Department. A notice for inviting public suggestions and objections on the same was published in the Official Gazette of Himachal Pradesh dated 23-9-2008. A series of meetings were conducted to explain the provisions of the draft document. The Development Plan has been finalized after consideration of the public objections and suggestions by the Director, on one hand as well as concerns raised by the Hon'ble High Court of Himachal Pradesh and general public, Panchayati Raj Institutions and the various stakeholders, on the other.

CHAPTER-2

TOWN OVER TIME

2.1 NOMENCLATURE AND FOUNDATION

This 150 years old Cantonment town derives its name from Kasool hamlet. An idea mooted by Mrs. Honoria, Sir Henry Lawrence's wife, led to foundation of Kasauli town in the year 1842. In year 1843 both of them built a house (Sunny-side villa) for themselves and moved to Kasauli. In 1846, Sir Henry met Mr. William Hodson in Subathu. They both shared a vision and so it was in 1847 that the foundation stone of the famous Lawrence School was laid. Mr. William Hudson personally supervised the building of this school, which became a unique edifice and a forerunner of Kasauli.

2.2 HISTORICAL EVOLUTION

2.2.1 Consequent upon foundation of Kasauli in 1842 and establishment of Sanawar School, Major General Gilbert, the G.O.C. of Sirhind Division, moved to Kasauli and built a splendid "Gilbert House" for himself, which is the residence of the Station Commander. Before Kasool was chosen as a site for a British Cantonment, it was part of the erstwhile princely States of Beja and Baghat. The first battalion posted here during year 1850 was the 13 Light Infantry Regiment.

2.2.2 The Kasauli Brewery near village Kasauli producing liquor namely Solan No. 1 (Whisky) was set up in the year 1873 by Mr. Dyer who found the water of a spring here as excellent. In 1920 this Brewery merged with the Meakins of Solan and became the Dyer Meakins Breweries. Now it is known as Mohan Meakins Breweries.

2.2.3 In the year 1844, the foundation stone of the Christ Church was laid. This magnificent building still stands in all its imposing glory amidst a beautiful garden today. It is a lovely masterpiece of the colonial cultural heritage.

2.2.4 The Pasteur Institute of India in Kasauli was the first of its kind in the British Empire. It started its functioning at the turn of the 19th century in a house called "St.Cloud", a beautiful building donated by the Maharaja of Patiala.

2.2.5 Before the Indian Air Force installations were put up, Kasauli was known for its two beautiful spots, namely the Ladies Grave and the Monkey Point. The Ladies Grave was remnant of two dare-devil Irish ladies who dared to traverse Monkey Point on horses and died. The sundial shaped grave stone, which was surrounded by a grove of Cypress trees, is no more. It was replaced by staff quarters of the Indian Air Force.

2.2.6 Monkey Point, the highest hill in the range which provides an uninterrupted view of the Punjab and the Haryana Plains, Shimla, Chail, Narkanda, Kinner-Kailash and other snow clad mountains, now has a new temple of Lord Hanuman, on its crest. It is said that Lord Hanuman, while on his air journey to the upper Himalayas for bringing “Sanjivani Booti”, happened to touch this hillock by his left toe. There is also a microwave tower set up, adjacent to this hillock.

2.2.7. Spread over 263 hectare, Kasauli Cantonment was planned for a population of less than 1,000. It had however, crossed that mark way back in 1945. In 1991, population of the town was 4,385 persons. At present, it has about 4,990 persons. During the peak tourist season in Summer, however, this figure goes up by 2 to 3 times. The post-independence era witnessed manifold increase in residential and hotel activities in and around Kasauli town. While the town grew at a steady pace during the earlier years of independence, it acquired alarming proportions in its growth during the last three decades, due to Punjab and Kashmir problems. Many private builders as well as hoteliers also made hay while the sun was shining. It appeared as if every one was running towards Kasauli.

2.3 IMPERATIVES

In view of excellent geographical location, soothing climate, nearness to the Plains of Punjab and Haryana, premier colonial heritage, panoramic view, natural scenic beauty and environs, Kasauli is a major attraction to tourists. The planning and development of Kasauli Planning Area is required to be ensured in accordance with its spatial planning, environmental and heritage imperatives. This Plan is going to focus on maintaining the premier character of Kasauli, as a major tourist destination, on one hand and unique habitat of local population, on the other.

CHAPTER-3

PLANNING AREA

3.1 PLANNING AREA

In order to ensure planned and regulated growth, the State Government extended the Himachal Pradesh Town and Country Planning Act, 1977 to Kasauli Planning Area vide its Notification No. PBW (B&R) (B) 24 (1)/ 91, Shimla, dated 17-10-1991. Area upto 1.00 Kilometre on both sides of road from Kasauli to Dharampur, Kasauli to Kuthar via Jagjitnagar and Kasauli to Parwanoo via Jangeshu was covered within the limits of Kasauli Planning Area. Existing landuse of the Planning Area was frozen under Section-15-A of the Act vide Notification No. PBW (B&R) (B) 24 (1)/91, dated 31.8.1992, published in the Official Gazette on 19-9-1992. Subsequently, the existing landuse of the Planning Area was adopted on 29-8-1995. The limits of Planning Area were however, redefined and area of the same reduced in view of the demand of people. Only 26 Revenue Mohals comprising of 1311.00 hectare area were notified under Kasauli Planning Area vide Notification No. PBW (B&R) (B) 24(1)/91 Shimla, dated 17-11-1996. The detail of these 26 Revenue Mohals is as under:—

Table-1 Mohalwise Area and Population of Kasauli Planning Area in 2001.

Sr. No.	Name of Revenue Mohal	Hadbast Number	Area (in Hectare)	Population	Patwar Circle
1.	Badah	714	65	158	Garkhal
2	Banjni	723	51	199	Chamian
3	Chabal	715	48	198	Chamian
4	Chamian	04	63	627	Chamian
5	Chhatyan	157	17	161	Kasauli
6	Deori	98	31	630	Kasauli
7	Dharampur Bathol	768	60	1103	Gulhari
8	Garkhal	713	93	1055	Garkhal
9	Gosan	101	23	177	Garkhal
10	Kasauli Gaon	99	219	1616	Kasauli
11	Kafal-Ka-Hara	100	06	38	Garkhal
12	Khadoli	717	40	124	Chamian
13	Kumarda	766	22	77	Gulhari
14	Mangoti	105	64	302	Garkhal
15	Mando Matkanda	107	34	174	Garkhal
16	Mashobra	158	27	279	Kasauli
17	Nahari	155	34	120	Kasauli
18	Sanawar village	396	28	860	Garkhal
19	Sanwara	106	87	502	Garkhal
20	Sanawar (School)	104	84	368	Garkhal
21	Shilli Kalan	758	06	28	Gulhari
22	Shilli Khurd	759	02	19	Gulhari
23	Shilora Khurd	956	115	307	Kasauli
24	Shilora Kalan (Safermena)	957	36	102	Kasauli
25	Shatyana	716	27	120	Chamian
26	Thare- Ka-Thakurdwara	765	29	391	Gulhari
	Total	—	1311	9735	—

Source: (i) Tehsildar Office, Kasauli.

(ii) District Census Compact Disk (CD), Solan, 2001

3.2 ADDITIONAL PLANNING AREA

In view of the Hon'ble High Court directions dated 4.9.2006, the areas of 9 Revenue Mohals susceptible to urbanization along the roads were notified by the State Government vide Notification No. TCP-F-(4)-4/2006 dated 15-1-2007. Accordingly, nine more Revenue Mohals were included in the Kasauli Planning Area as under:—

Table-2: Mohalwise Area and Population of Additional Kasauli Planning Area in 2001.

Sr. No.	Name of Revenue Mohal	Hadbast Number	Area (in Hectare)	Population	Patwar Circle
1	Dochi	102	41.16	147	Garkhal
2	Jagjitnagar	478	53.93	180	Jagjitnagar
3	Jangeshu	86/955	37.87	151	Tiron (Parwanoo)

4	Khajret	472	47.90	168	Chamian
5	Nadoh	103	165.19	416	Basal(Jabli)
6	Nalhog	87/959	21.65	96	Tiron (Parwanoo)
7	Nichli Gangudi	474	52.84	175	Chamian
8	Tipra	86/952	113.73	304	Tiron (Parwanoo)
9	Uperli Gangudi	473	66.12	184	Chamian
	Total	—	600.39	1821	—

Source: (i) Tehsildar Office, Kasauli.

(ii) District Census Compact Disk (CD), Solan, 2001

3.3 EXTENT OF PLANNING AREA

The total Kasauli Planning Area thus comprises of 1911.39 hectare area of 35 Revenue Mohals. As the Act does not apply to the Cantonment Area, the same is outside the purview of Planning Area. The Planning Area is spread in 10 panchayats namely Gulhari, Dharampur, Garkhal Sanawar, Garkhal Kasauli, Nahri, Jangeshu, Chamian, Ganguri, Jagjitnagar and Ganhol.

3.4 BOUNDARIES OF KASauli PLANNING AREA

EAST : Starting from outer boundary of village Kumarda Hadbast No. 766 continuing with outer boundary of village Dharampur Bathol Hadbast No. 768, village Shilly Khurd Hadbast No. 759, village Shilly Kalan Hadbast No. 758 and upto meeting point of Sukhi Johri- Garkhal road (via Moti Kona).

NORTH : Then following this road up to outer boundary of village Badah Hadbast No. 714, continuing with outer boundary of village Chabal Hadbast No. 715, village Khadoli, Hadbast No. 717, village Chamian Hadbast No. 4, village Khajret Hadbast No. 472, village Uperli Gangudi Hadbast No. 473, village Nichli Gangudi Hadbast No. 474 and up to outer boundary of village Jagjitnagar Hadbast No. 478.

WEST : Starting from outer boundary of village Jagjitnagar Hadbast No. 478 continuing with outer boundary of village Chamian Hadbast No. 4, village Banjni Hadbast No. 723 upto meeting point of Garkhal Khud, then following Garkhal Khud upto the meeting point of outer boundary of village Kasauli Gaon Hadbast No. 99, following the outer boundary of village Nahari Hadbast No. 155, then following the outer boundary of village Chhatyan hadbast no. 157, village Mashobra Hadbast No. 158, village Shilora Khurd Hadbast No. 956, village Jangeshu Hadbast No. 86/955, village Tipra hadbast No. 86/952, village Nalhog Hadbast No. 87/959 and upto the existing boundary of Parwanoo Planning Area.

SOUTH : Starting from the existing boundary of Parwanoo Planning Area and then following the outer boundary of village Nalhog Hadbast No. 87/959 and upto meeting point of outer boundary of Kasauli Cantonment Hadbast No. 395, village Dochi Hadbast No. 102, village Nadoh Hadbast No. 103, village Gosan Hadbast No. 101, village Garkhal Hadbast No. 713, village Sanawar Hadbast No. 396, village Mangoti Hadbast No. 105, village Sanwara Hadbast No. 106, village Mando Matkanda Hadbast No. 107 and up to the outer boundary of village Kumarda Hadbast No. 766.

3.5 SHAPE AND SIZE OF PLANNING AREA

The revised Planning Area of Kasauli in 35 Revenue Mohals comprises of 1911.39 hectare area. This area is spread over a hilly terrain and the same is in zig-zag shape. It is Y-shaped, as it

extends in a linear fashion along three major roads, emanating from Kasauli town. The area is spread along 12 Kilometre Kasauli-Dharampur road, 10 Kilometre Kasauli-Jagjitnagar road, 12 Kilometre Kasauli-Jangeshu-Parwanoo road and 5 Kilometre Kimmughat-Kutahaghat road.

3.6 SETTING

Kasauli town is located at 30°53'4'' North latitude and 77°2'3'' East longitude, at an altitude of 1920 Metre above the mean sea level. Situated in the outer Himalayas, Kasauli Planning Area has a fascinating view of the Plains. It is directly accessible from Chandigarh, Nalagarh and Solan. The town is a headquarter of Kasauli Tehsil. It is at 19, 20, 28 and 55 Kilometre from Parwanoo, Kalka, Solan and Chandigarh respectively.

3.7 IMPERATIVES

As the Himachal Pradesh Town and Country Planning Act is not applicable in Kasauli Cantonment town, the Planning Area has no urban settlement in it. The villages are spread along major roads in the vicinity of the town. Thus the present Development Plan has been contemplated for 35 rural settlements. The amenities existing in Cantonment town are serving the population of adjoining villages of the Planning Area as well as Kasauli region. During the course of assessment of requirements, therefore, the amenities of the Cantonment are also proposed to be taken into account.

CHAPTER-4

REGIONAL SCENARIO

4.1 KASAULI REGION

Kasauli was established primarily as a Cantonment town. Kasauli is headquarter of Core Command, headed by a Brigadier. It is now a vibrant town, having multifarious activities like tourism, education, health and institutional establishments. Besides a Tehsil headquarter of Solan District, it has regional offices of Public Works Department, Block and Forest Range. The extent of the region is upto Dharampur in the East, upto Diggall-30 Kilometre in the North, upto Patta Mehlog-25 Kilometre in the West and upto National Highway in the South. The region is spread over the Outer Himalayas and the Shiwaliks. According to 2001 census, population of the region was about 40,000 persons, which is 10.50 percent of the total population of the District. Population of region is expected to grow at the rate of 25 percent per decade, primarily due to increase in commercial farming, tourism, educational and industrial activities. Kasauli being an important regional centre and preferred destination of tourists, is witnessing pressure of population and related activities.

4.2 REGIONAL LINKAGES

Though Kasauli is not on the main tourist track, yet it is frequently visited by the tourists, due to its vicinity to the Plains, commanding view and scenic environs. It is linked by roads with the National Highway in its East at Dharampur and in South-West at Parwanoo. Generally, ordinary buses ply to Chandigarh, Nalagarh and other nearby towns. The nearest broad gauge Railway Station at Kalka is 20 Kilometre away. The narrow gauge railway station at Dharampur is at 11 Kilometre distance.

4.3 REGIONAL RESOURCES

Agriculture and horticulture are the mainstays of economy of this region. The geoclimatic features of this region are very much congenial for the development of commercial farming and horticultural pursuits. During the recent years, commercial farming has become a prime concern of economy of this region. It is anticipated that Kasauli will continue to act as a centre for collection and distribution with fast increasing production of farm produce.

4.4 REGIONAL IMPERATIVES

Kasauli is growing in leaps and bounds. Ribbon development along roads emanating from the town is a common feature. Sporadic development has taken place in the form of pockets. Whereas, already existing areas are getting congested, the fringes are witnessing transactions of land. In order to tackle the problems of urbanization, it is imperative that holistic and sustainable development of the area is prepared in accordance with its spatial planning, environment and heritage imperatives.

CHAPTER-5

PHYSICAL AND ENVIRONMENTAL CONSIDERATIONS

5.1 PHYSIOGRAPHY

Located in the Outer Himalayas, Kasauli Planning Area spreads over Kasauli range in the North-South direction. It is hilly in character with pockets of Government as well as private forests, nallahs, steep slopes, terraced fields and meandering roads. The Northern slopes have higher gradient and a dense forest cover. Eastern slopes are sunny and comparatively more developable than the Northern ones. On the Western and Southern sides, the slopes are quite steep. Limited development has therefore come up on these sides.

5.2 CLIMATE

Situated at an altitude of 1920 metre above mean sea level, Kasauli is a cool hill station. This place has a moderate climate. It is neither so cold as Shimla, nor too hot as Kalka. The town is, therefore, an ideal hill station for tourists almost all around the year. In Summers, the maximum temperature rarely crosses 32°C. In Winters, the minimum temperature is about 2°C. In general, the wind direction is South-West to North-East. Total rainfall in the year is 1020 millimeter. Maximum and minimum relative humidity is 90% in September and 28% in April respectively.

5.3 FLORA

5.3.1 Kasauli Hills are covered with conifers and many varieties of coniferous or deciduous trees. Every species has its own time of leaf shedding and as such, at no particular time the forests are absolutely bare. Some of the deciduous trees shed their leaves for about six to eight weeks in hot weather to avoid transpiration from their broad leaves. The trees are medium to tall in height. The area has forests of hard wood. In general, the forests are less resistant to fire.

5.3.2 Kasauli is clothed heavily with conifers in which resin rich Chil trees (*Pinus Longifolia*) dominate. A variety of this species namely *Pinus Roxburghii* is the most common in Kasauli. Its fruit known as chilgoza (*Pinus Girardiana*) is a dry fruit which is much relished. A

paste made out of the tree bark is used as a medicine against sting of the scorpion. The common trees of the area are White Leafed Oak (*Quercus Incana*), Silver Oak (*Grevillea Robusta*), fir (*Abies Pindrow*), Deodar (*Cedrus Deodara*), Horse Chest-nut (*Aesculus Indica*), spruce (*Cupressas Torulosa*), Wild Black Mulberry (*Morus Alba*), 'Kainth' (*Pyrus Variolosa*), 'Paja' (*Prunus Padum*), 'Kharak' (*Carpinus Species*), 'Kakar' (*Pistachia Integerrina*), 'Simbal' (*Bombax Malabaricum*) and Wild Cherries.

5.3.3 Most of the trees in Kasauli are robust. Walnut (*Juglans Regia*) is also common in the area. Its flowers are quite fragrant. Its bark is used as a 'daatun' and is good for the teeth and gums.

5.4 FAUNA

5.4.1 Once upon a time when the Kasauli Hills were dense, the rocky precipices teemed with Jackals and the handsome Simla-Fox was plentiful. Leopards (*Panthera Pardus*) occasionally visited the station and were plentiful in the foothills within a radius of 12 miles. The Leopard-Cat (*Felis Bengalensis*) and the common Jungle Cat (*Felis Chaus*) were also common. Red-Monkeys (Rhesus Monkey) were numerous and in winter months the station was visited by large hill 'Langurs' (*Presbytes Schistaceus*). 'Gural' (*Nemorhoedus Goral*) were common on the outer edges of Tapp's Nose (now known as Monkey Point) and on the southern slopes of the Gilbert Hill.

5.4.2 While 'Kakurs' (*Muntiacus Muntjak*) and Wild Boar (*Jangle Soor*) were a common sight in the scrub jungle below 4,000 feet, large Pine Marten visited occasionally and instances of hyenas visiting villages between Garkhal and Dharampur were frequently reported. Flying Fox (similar to the Squirrel) which moves during night from tree to tree was also plentiful.

5.4.3 As regards game birds, Kasauli was fairly well off. The white-crested Kalij Pheasant (*Gennacus Albocristatus*), Red Jungle Fowl (*Gallus Ferruginous*), Painted Sandgrouse (*Pterocles Fasciatus*), Jungle Bush Quail (*Perdicula Asiatics*), Black Patridge (*Francolinus Vulgaris*), Grey Patridge (*Francolinus Pondicerianus*) and Imperial Sandgrouse (*Pteroclorus Arenarius*) were found abundantly.

5.5 GEOLOGY AND SOIL

5.5.1 Kasauli became the cynosure for the scientific world, when a large number of fossils, estimated to be around 20 million years old, were found here. Kasauli town, geologically, represents rocks estimated to be as old as 18 to 25 million years old of Miocene Age. This is based on the discoveries made by Dr. Ritesh Arya.

5.5.2 The band of conglomerates, sandstone and clay, which run through the Himalayas along their outer margin is known to geologists, as the Sub-Himalayan Zone and rocks of this zone fall into two well-marked sub-divisions, known as the Sirmour and Shiwalik series, respectively. The rocks under the Sirmour group of Eocene to Miocene age comprise of shale with layers of limestone, sandstone, clay and local pebble beds. Morphologically, this area lies in Himalayan Fore dip zone forming structural ridges and valleys. It forms part of the Sub-Himalayan Belt of soft to moderately hard sedimentaries of Engineering Geological Province. Based on engineering properties, the rocks have been categorized as soft to moderately hard sandstone, shale and boulder conglomerate. As per Seismic Zonation map of India, the area under question lies in Zone-IV and the same is susceptible to low intensity earthquakes.

5.5.3 The uppermost stage of the Sirmour Series is exposed at Kasauli and consist chiefly the sandstone and it belongs to the Tertiary state. The upper Shiwaliks correspond with the Pliocene

of Europe, while the evidence afforded by fossils correlates the Subathu stage with the Eocene and the Kasauli stage with the Miocene.

5.5.4 A well preserved, diverse assemblage of flora and fauna was excavated in and around Kasauli. These fossils hold testimony to the fact that these hills were once inhabited by a large number of apes, tigers, elephants, hippos, giraffes, crocodiles and land tortoises. These mammalian fossils have helped Paleontologists to solve the mysteries of the evolution of pre-historic life and deduce the details about the climate and environment during the Miocene Age.

5.5.5 Geologically, Kasauli Formation represents one of the mega bio-geological events in the past, which led to the present evolution of the Himalayas. The plant fossil assemblages discovered here are referable of the Palmacites, Sabalites, Clinogyne, Paocites, Bauhinia, Syzygium, Garcinia, Gluta and Combretu. It suggests the presence of Tropical moist conditions and low elevation landscape of Kasauli about 20 million years ago, in contrast to its present higher elevation of over 6000 feet above mean sea level.

5.6 ENVIRONMENTAL CONCERNS

5.6.1 People from the Plains of Punjab, Haryana, Chandigarh and Delhi have been preferring to settle in the area. The stakeholders from various walks of life including businessmen, real estate builders and hoteliers have been purchasing land in the Planning Area. In the process of development, the environment and ecology of the area has been threatened by the urbanisation forces and thus has led to following ills:—

- (i) Felling of trees has led to reduction in vegetal cover and thereby denudation of hills.
- (ii) Hill slopes are getting disfigured on account of unscientific excavations. Hill cutting by blasting is damaging to air, water, soil and tree cover.
- (iii) Nallahs are getting choked due to the debris being dumped therein.
- (iv) Private parties have been drilling bore-wells and the same have led to lowering the level of ground water table as well as drying of spring sources.
- (v) Many multi-storey structures have come up in different parts of Kasauli Planning Area, which are eyesores over the townscape.
- (vi) Concrete culture is ruining the architectural ethos of this area.
- (vii) There is acute shortage of parking places in the Planning Area.
- (viii) Many 'dhabas', guest houses and hotels have come up on the road side which look ugly.
- (ix) The area lacks Sanitation.
- (x) Non-conforming structures are hazardous.
- (xi) Congestion of traffic is causing vehicular pollution.
- (xii) The commercial projects are disturbing ecology by altering landuse and felling of trees and the same are getting exposed and thereby leading to desertification.
- (xiii) The multi-storey reinforced cement concrete structures in the area are susceptible to land slides.
- (xiv) There are serious threats to the availability of water from sand and stone mining, tree felling, forest fires and soil erosion.

5.6.2 Eyesores of Kasauli

There are several pockets in Kasauli Planning Area, which have developed in a haphazard manner and have thick development. These pockets are eyesores amidst the natural landscape around them. The major eyesores of Kasauli are Garkhal Bazaar Area, Dochi near Air Force

Station, Sujji Charja near Rock Rose Hotel, Sanwara along National Highway-22, Sukhi-Johri near Dharampur, Mashobra and Nahri on Kasauli-Parwanoo road and Jagjitnagar

5.7 IMPERATIVES

The quality of environment in Kasauli Planning Area is deteriorating on account of day to day influx of population and development activities. The balance between human activities, on one hand as well as ecology and environment of Kasauli Planning Area, on the other, is required to be struck. Thus, degradation of environment and ecology of the area is of vital concern, which needs redressal in the Development Plan. It is imperative that development is ensured in accordance with terrain conditions, sustainability of the area, norms and standards of spatial planning and accordingly regulatory measures.

CHAPTER 6

DEMOGRAPHIC CHARACTERISTICS

6.1 POPULATION GROWTH

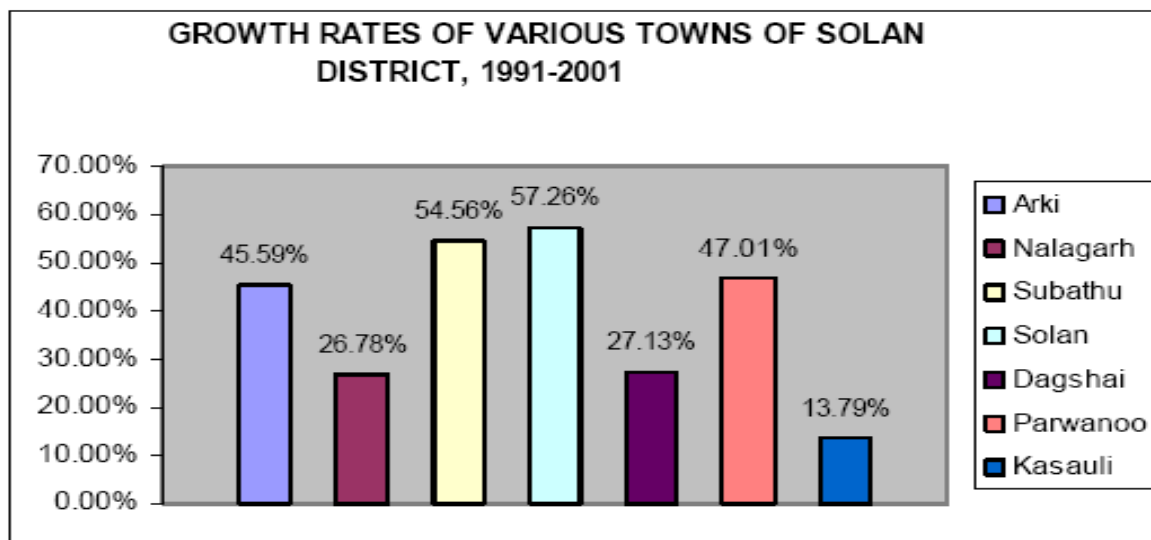
6.1.1 Population of Kasauli Planning Area was 8,073 persons as per 1991 census. The population increased to 11,556 persons in 2001. Thus, Kasauli Planning Area registered a growth rate of 43 percent during 1991-2001 decade. This growth rate was much higher than that of 17.54 percent of the State. The same was due to popularity of Kasauli as a tourist resort. Major increase of population had took place in the developed pockets along the arterial roads.

6.1.2 Kasauli Cantonment has 4,385 population as per 1991 census. Population of Cantonment in 2001 was 4,990. Kasauli Cantonment had lower growth rate of 13.79 percent than that of State during 1991-2001. Population and growth rate for various towns of Solan district is given as under:—

Table-3. Population and Growth Rate of Towns in Solan District

Sr. No.		Population			Growth rate 1991-2001
		1981	1991	2001	
1.	Arki (NAC)	1,631	1,976	2,877	45.59%
2.	Nalagarh (MC)	5,647	7,448	9,443	26.78%
3	Sabathu (CB)	3,717	3,700	5,719	54.56%
4	Solan (MC)	13,127	21,751	34,206	57.26%
5	Dagshai (CB)	1,769	2,163	2,750	27.13%
6	Parwanoo (NAC)	2,860	5,856	8,609	47.01%
7	Kasauli (CB)	3,872	4,385	4,990	13.79%

Source: District Census Compact Disk (CD), Solan, 2001



Cantonments usually have lower growth rate of population on account of strict control on transaction of land and construction activities. The land is vested with the Central Government and is made available to private individuals on lease basis only. Kasauli Cantonment Board has a strict control on residential and commercial activities.

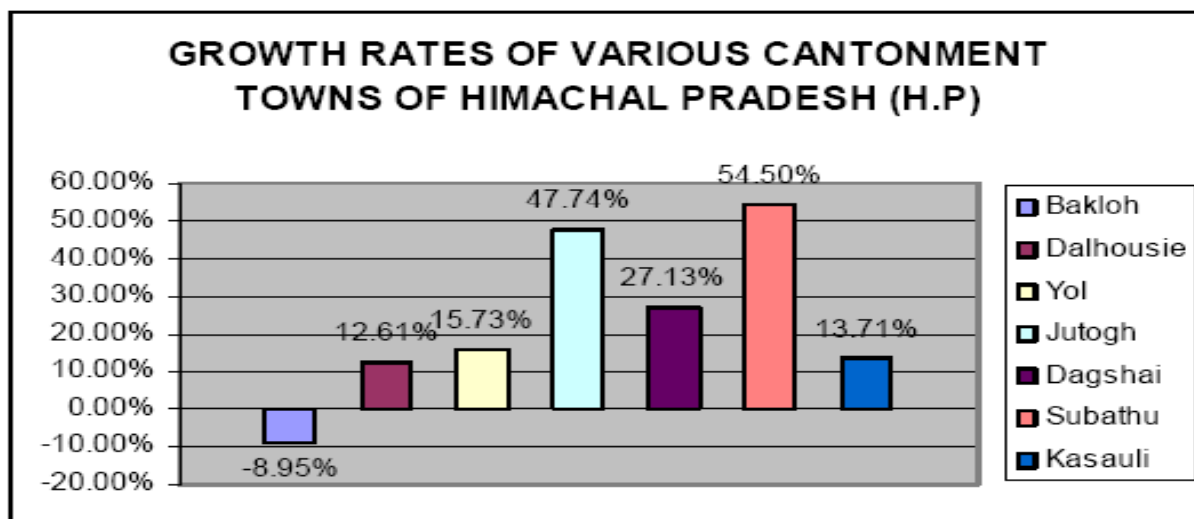
6.1.3 The growth rate of all the Cantonment towns in Himachal Pradesh is as under:—

Table-4. Growth rate of Cantonment Towns in Himachal Pradesh.

Sr. No.	Name of C.B.	1981	1991	2001	Growth rate (1991-2001)
1.	Bakloh	1664	1989	1810	(-)8.99
2	Dalhousie	1253	1744	1964	12.61
3	Yol	9214	9310	10775	15.73
4	Jutogh	1396	1638	2420	47.74
5	Dagshai	1769	2163	2750	27.13
6	Subathu	3717	3700	5719	54.56
7	Kasauli	3872	4385	4990	13.79

Source: (i) Himachal Pradesh Census, 1981 and 1991

(ii) Himachal Pradesh Census Compact Disk (CD), 2001



Amongst 7 Cantonment towns of the State, Kasauli ranked 5th in growth rate of population during 1991-2000.

6.2 SCHEDULED CASTE POPULATION

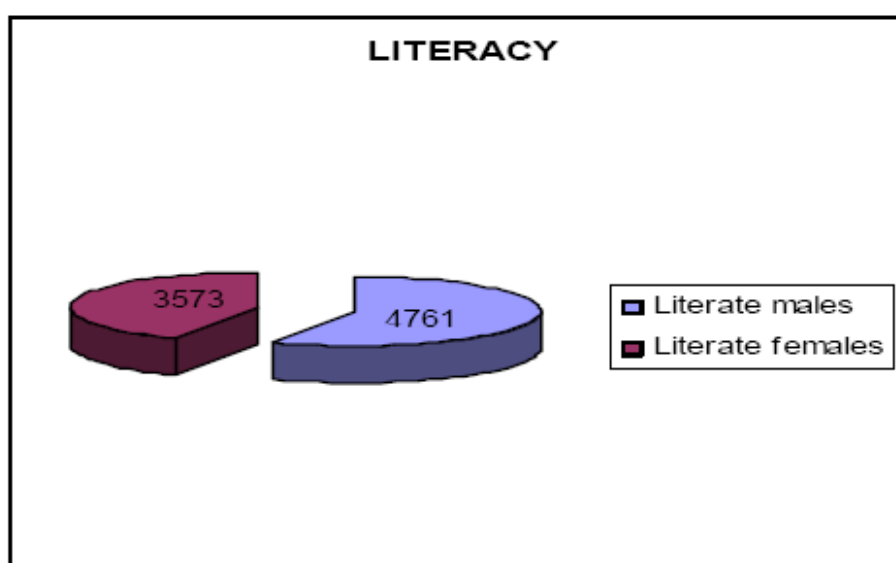
Kasauli Planning Area has a population of 4,454 persons in the scheduled caste category which accounts to 39.9 percent of the total population. The same is much higher than 24.7 percentage of the State.

6.3 SEX RATIO

There were 5,181 females against 5,977 males as per 2001 census. The sex ratio thus works out to 867 females per 1000 males. The sex ratio is less than the state's average sex ratio of 968 females against 1000 males. Low sex ratio in Kasauli Planning Area is due to male selective migration and their engagement in hotels, schools & industries.

6.4 LITERACY

6.4.1 Out of the total population of 11,556 persons in Kasauli Planning Area in 2001, there were 8,334 literates, which account to 72.12 percent. The same is lower than 76.5 percentage of the State. The lower percentage of the literates is due to migration of illiterate workers engaged in industries and hotels.

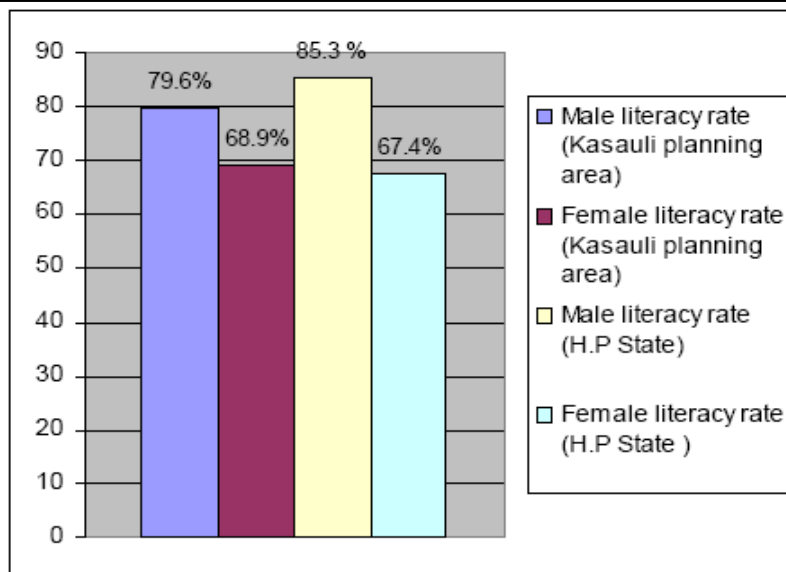


6.4.2 The comparison of male and female literates in Planning Area and Himachal Pradesh is as under:—

Table-5 Comparison of Male and Female Literates in Kasauli Planning Area and Himachal Pradesh in 2001.

(Percentage)		
Item	Kasauli Planning Area	Himachal Pradesh
Male literacy rate	79.6	85.3
Female literacy rate	68.9	67.4
Total literacy rate	72.1	76.5

Source: (i) District Census Compact Disk (CD), Solan, 2001
(ii) Himachal Pradesh Census Compact Disk, 2001



Higher female literacy ratio of 68.9 percent in Planning Area in comparison to 67.4 percent figure of the state indicates availability of better education opportunities for women as well as least in migration of female workers to the area.

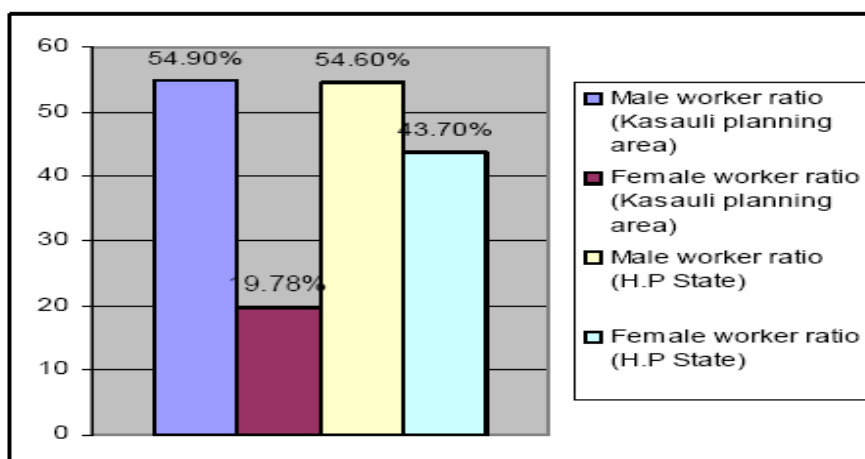
6.5 NUMBER OF WORKERS

6.5.1 Out of 11,556 population in Planning Area, there are 4,337 workers. The same works out to 37.53 percent of total population. Out of 4,337 workers, 3,285 are male and 1,025 females. The comparison of male and female workers in Planning Area and Himachal Pradesh is given as under:—

Table-6. Comparison of Male and Female works in Planning Area and Himachal Pradesh.

Item	(percentage)	
	Planning Area	Himachal Pradesh
Male workers	54.9	54.6
Female workers	19.78	43.7
Total workers	37.53	49.2

Source: (i) District Census Compact Disk (CD), Solan, 2001
(ii) Himachal Pradesh Census Compact Disk, 2001



Incredibly, lower female participation ratio of 19.78 percent against state figure of 43.70 percent shows predominance of male suiting job opportunities in the planning area.

6.6 IMPERATIVES

6.6.1 Kasauli Planning Area has a population of just 11,556 persons as per 2001 census. This population is spread over 35 revenue mohals having an area of 1911.39 hectares. Density of population works out to 604 persons per square kilometer. The density of population for the State is 109 persons per square kilometer. The same for Solan District 258 Persons per square kilometer.

CHAPTER-7

TRADE AND COMMERCE

7.1 STATUS OF SHOPS

7.1.1 As per survey conducted by the department, there are 337 shops and 8 kiosks in Kasauli Planning Area. Mostly these shops are existing along the National Highway-22, Dharampur-Kasauli road and Kasauli- Jagjitnagar road. Out of 337 shops, 90% of the shops are in good condition, whereas 10% shops require repairs and maintenance. General size of shop is 2 .0 mtr. X 3.0 mtr., having an area of 6.00 sqm of each shop.

7.2 TYPES OF SHOPS

7.2.1 The shops are mostly double storeyed in Garkhal bazaar and along the National Highway-22. The number of workers in the shops is 1072 persons. The nature of shops is only retail. For wholesale and specialised shopping activities, people have to go to Kalka, Parwanoo, Dharampur and Solan. Out of 337 shops, 109 are tea, snacks and dhaba type, 43 of grocery type and remaining are other types.

7.2.2 Most of the commercial establishments in planning area are catering for day to day requirements of either the local residents of the constituent villages or the floating population in the planning area. Out of 337 shops, around 250 shops are dealing in petty consumable items pertaining to tourists, whereas remaining 87 shops which are mostly located in Garkhal bazaar provide facility of retail commercial pursuits to population of the planning area.

7.2.3 There are 27 shops and 12 kiosks in commercial area of the Cantonment as well. These cater for the retail commercial needs of everyday life of residents of the Cantonment and also that of villages falling in planning area.

7.3 IMPERATIVES

7.3.1 Kasauli Planning Area with a small size of population of 11,556 persons is sparsely scattered over a large spatial extent. The commercial facilities existing at the moment are almost sufficient to cater even for the future requirements of the planning area.

CHAPTER-8

TOURISM AND INDUSTRY

8.1 TOURISM

8.1.1. Kasauli is a premier tourist hill resort near the plains. It is the temperature difference, an offer of a charming view and peaceful environment that attract an individual from the hotter plains down below. Due to nearness of town to the plain areas, a large number of tourists visit for a day and go back.

8.1.2 Tourists' Attractions.—Being located on an elongated crest of hill, Kasauli town presents panoramic view of extremely opposite geophysical natural landscapes on either side of hills in north, east and south as well as plains in the west. This un-parallel natural setting of the place enchants the beholder and fills him with joy and sense of eternity. The salubrious climate accentuated with cool katabatic breezes, provides great solace to the heat stroked people from the plains in the vicinity. The soothing effect of the green cover on hill slopes in the east and north as well as the snow clad mountain peaks in the distant background leave the onlooker spell bound. The small rivers and rivulets meandering in their deep and narrow valleys in the youthful stage are an added allurements and source of passive entertainment to the tourists.

8.1.3 Besides the natural splendour endowed to Kasauli, there is a feast of unique spatial land use planning of the Cantonment, dotted with numerous masterpieces of colonial architecture and landscape design. The town is bestowed with status of a rare treasure of built heritage.

8.1.4 Tourist Traffic.—Data from secondary sources indicate that about 5,000 tourists from different walks of life visit Kasauli on a day during peak season in the Summer. The general mode of tourists' travel to Kasauli is car / taxi. On an average around 350 taxis enter the planning area, out of which nearly 50 park at bus stand. About 300 taxis go towards Monkey Point tourist spot. Many young tourists visit Kasauli on two wheelers as well.

8.1.5 There are 33 regular bus routes to Kasauli from different parts of the region. Out of total routes, 10 are Government and 23 are private routes. Moreover, about 20 to 25 tourist coaches also touch the planning area in peak season everyday.

8.1.6 The proposed ropeway project from Jabli to Lower Mall is also likely to add to the number of tourists.

8.1.7 Stay of Tourists

8.7.1.1 Being the vicinity of plains, visit to Kasauli involves less travel time and traveling cost. It has, therefore, emerged as a day time tourist destination. With the improved transportation and communication facilities overtime, the said distinct character of the area has further been pronounced. Adequate tourist infrastructure has been developed at Kasauli with passage of time.

8.7.1.2 On account of location of town in the vicinity of Chandigarh as well as plains, it has acquired character of a day time tourist destination. About 35% of the tourists stay at Kasauli for just a day. About 59% tourists stay for 2 days and only 6% stay for over 2 days.

8.1.8 Tourist Accommodation.—Accommodation for night halt for tourists is available both, in public and private hotels as well as resorts in the planning area. As per survey, there are

around 389 rooms with total capacity of 780 beds available to the tourists in the planning area including Cantonment. This includes accommodation available in Circuit House, PWD Rest House and Hotel Ros Commons being run by the Himachal Pradesh Tourism Development Corporation. Out of the 389 rooms, 331 are double bed, 38 single bed and 20 family suits. The Home Stay policy of the Government has added a new dimension to tourism in the Planning Area.

8.1.9 Tourist Occupancy.—As per information received from the District Tourism Development Officer, Solan the overall occupancy in tourist accommodation is 95% during peak season. However, the same is below 30% in general.

8.1.10 Trend of Development.—Generally, tourist activities have come up along the major roads. Hotels, restaurants, tea and coffee shops have emerged almost along the entire stretch of Garkhal-P.A. Pinions road. Similar trend has come up along Garkhal-Jagjitnagar and Kasauli-Jangeshu Parwanoo roads.

8.2 INDUSTRY

8.2.1 At present, there are 3 main industries in Kasauli Planning Area, namely P.A. Pinions, Jubber Watch Factory and Kasauli Brewery.

8.2.2 P.A Pinions industry has 600 workers, Jubber Watch factory has 150 and Kasauli brewery 87 employees respectively. Thus total number of workers in these units is 837.

8.2.3 Only Kasauli brewery is of polluting nature. It emits odour, gaseous and liquid effluents, which are obnoxious in nature.

8.3 IMPERATIVES

8.3.1 Since there is an acute shortage of water in Kasauli Planning Area, as a principle more hotels, restaurants and resorts should not be encouraged. Hence, it is imperative to put certain restrictions in terms of location, storeys and other restrictions while allowing any such proposals in future.

8.3.2 In the interest of local resident population, service industries like cottage or household, carpentry, knitting, weaving, blacksmith, goldsmith, atta chakki, water mill, agriculture equipments or machinery repair, electrical, electronic, household appliances and tiny auto repair workshops are proposed to be encouraged in Kasauli Planning Area. Under small scale industry, IT-based or such activities as require least water shall be considered. However while doing so, the entrepreneur shall have to guarantee an independent arrangement of own water supply or source to the satisfaction of the competent authority.

CHAPTER-9

HERITAGE

9.1 BACKGROUND

Kasauli town is known for its premier British Heritage. Kasauli's old charm and natural greens have made it a favourite holiday destination. The Church of England, the Station

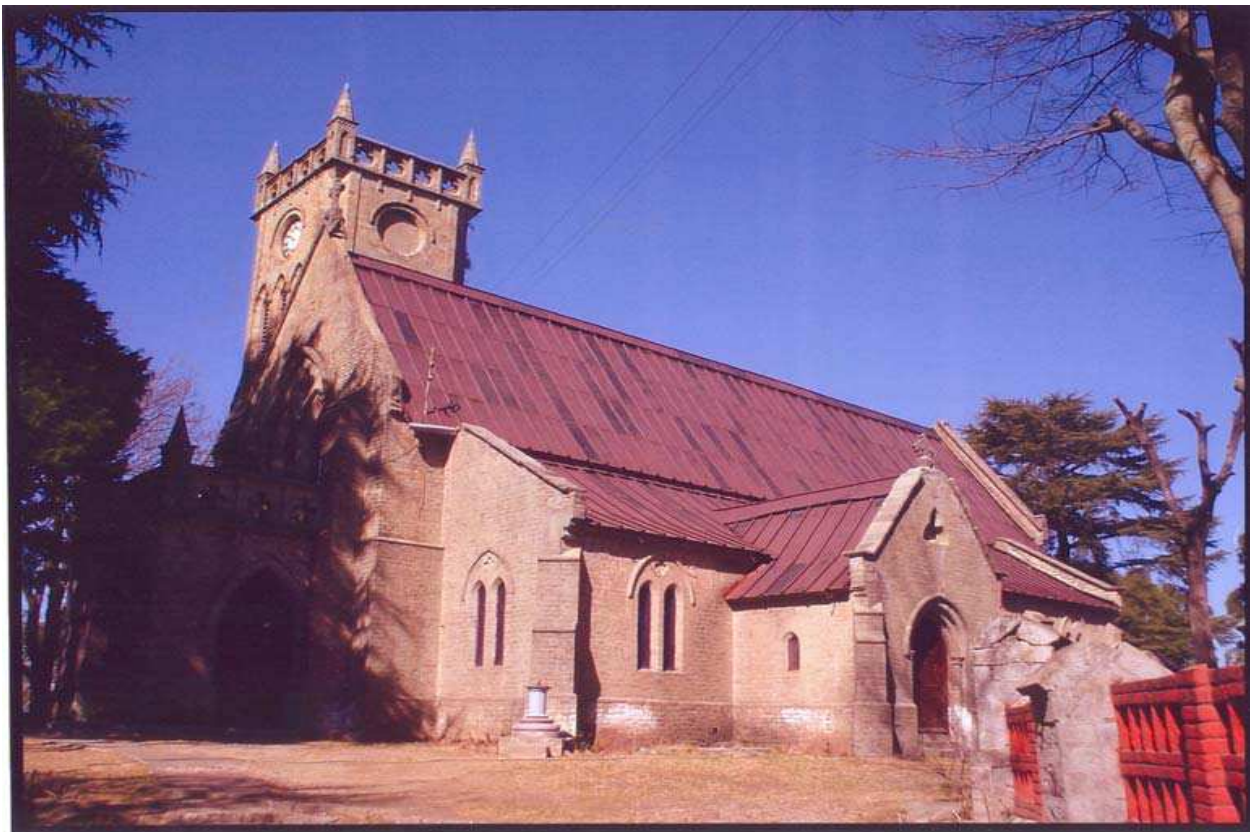
Commander's Office Building, the old Kasauli club and a number of private bungalows are classical masterpieces of British architecture. The structures have a fine blend of traditional building materials like stone, wood and tin. Lawrence Sanawar School is a wonderful campus having a number of heritage structures. The British had distinct tastes and culture. Artistically done Cathedrals show the architectural genius. Cobbled paths and gabled shops add to its grace.

9.2 PECULIARITIES

Amongst the colonial towns, Kasauli is a British Cantonment Town which possesses townscape elements like churches, bungalows, club, bazaar, cemeteries, distinct, building style and street pattern, which clearly manifest the British culture. Typical British nomenclature of artifact is quite interesting. A view of the Kasauli town from a distance, exhibits the dominance of the churches, with their high towers standing on the ridges, on the one hand and institutional buildings, on the other.

9.3 CHURCH OF ENGLAND

The Protestant Christ Church, better known as the Church of England located on the Mall is a treat for the art lovers with its plush interiors and stained glass paintings. Located in heart of the town, the Church is an intrinsic part of Kasauli and is reminiscent of the colonial days, when Christianity as a belief blossomed here. In 1844, the foundation stone of the Christ Church was laid. The magnificent building still stand in all its imposing glory amidst a beautiful garden today. Planned and constructed in stone, the Church is an imposing structure that constantly reminds the beholder of the glorious days of the Raj and the erstwhile English architecture. During 1905, Kasauli could not remain unaffected by the earthquake of great intensity that shook Kangra. Unfortunately one of the pinnacles of the Church tower broke down. However, the damage was quickly repaired.



CHURCH OF ENGLAND, THE LOWER MALL, KASauli

9.4 BUNGALOWS

The secret of Kasauli's bungalows may be attributed to the strict rules and regulations that were enforced during its development. Indiscriminate building of houses was frowned upon. Most of them had a garden and an orchard around them which landscaped to veil the bungalow with a profusion of flowers, ferns and trees. Many Princely families also built cottages in Kasauli.

9.4.1 Bell Mount.—Maharaja of Faridkot got a cottage constructed for himself near the Kasauli Club, just below its tennis court. This is a fine building built before 1873 on an area measuring 1.25 Hectare. The bungalow was converted into a Circuit House of the Himachal Pradesh Government. It is used for accommodating State dignitaries and guests. The structure is simple, but graceful with dhajji walls and C.G.I. sheet roofing. This site is commanding.



BELLMOUNT (AT PRESENT CIRCUIT HOUSE)

9.4.2 Anchala Kothi.—Situated opposite to Pahar View, on the Upper Mall, Anchala is a beautiful bungalow. Large windowpanes show casing the prime views and bright and airy spaces abound in this old time construction. Sun splashed luxury still prevails throughout. Gables, bay windows and glazed verandahs draped with muslin curtains add style to the traditional designs, which easily blend formal and casual elements. Another interesting feature, which the British brought along, in the bungalows, was the rain water harvesting system, as water availability in the area was scarce from the very beginning. The colonial bungalows still utilize the system of harvesting rainwater through drain pipes attached to the roofs and outlets have been provided into water tanks constructed for the purpose.



ANCHALA KOTHI, THE UPPER MALL, KASAULI

9.4.3 Keystone.—At the upper Mall Road this building is recorded to be in existence even before 1876 with Captain Parker as the occupant and in 1876 Mrs. E.M. Rainal took the ownership. In 1938, Sh. R.S. Kanwar Bhan handed over it to Mrs. Ahuja wife of Lt. Col. M.L. Ahuja, the first Indian Director of Central Research Institute. It has about 1.6 acre plot area. Unfortunately the fire destroyed the originality of the house and the existing structure is not too old.



KEYNSTON, THE LOWER MALL. KASAULI

9.5 MAURICE HOTEL

During the 19th century Kasauli had good accommodation facilities. The Kasauli Hotel and Hotel Grand were the two main hotels in the town. There was a smaller one named “The Central Hotel” too. The Grand Hotel was established as the Maidens Hotel in 1862. For a little time it was also famous as Parry’s Hotel. The property of the hotel was later mortgaged to the “Alliance Bank of Shimla Limited”. The hotel later came back on the scene re-christened as Hotel Grand. Mr. Brandley later purchased the complex and ran it as Brandley Hotel and later as Hotel Maurice (as it is today known). The Hotel rose to fame for its weekly dances, cabarets and billiards saloon. The Hotel is presently being managed as Hotel Grand Maurice and Hotel R. Maidens.



MAURICE HOTEL (LOWER MALL ROAD KASAUJI)

9.6 KASAUJI BAZAAR

The Kasauli bazaar was situated near the head of the Kalka road below the Post and Telegraph Office. Above the Post and Telegraph Office was the market, a subsidiary bazaar and in this were situated the stalls, which supplied perishable foodstuffs such as meat, fish, vegetables and fruits. for the European population. Besides the market, there was a fairly large and interesting bazaar named *Lal Kurti*. The clean, pretty, well cared for look; chiseled stones on the paved path leading to the bazaar are all there to this day. Unfortunately, this bazaar was destroyed in the late nineteenth century.



STONE PAVEMENT, MAIN MARKET KASAULI

9.7 SPECIAL HERITAGE FEATURES

9.7.1 Mail Boxes and Dustbins.—An Indian Posts and Telegraph Department was opened here in the early 20th century. Mail boxes, the icons from the Raj can still be seen around. They do not merely stand and stare for a change, but are serving a purpose. These blood red Queen's Royal Mailboxes are still used by the Postal department. One such mailbox is located on the Upper Mall at a little distance from the Flagstaff House.



MAIL BOX



DUSTBIN

9.7.2 Water Stand Post-cum-Fire Hydrant.—The occasional fire tragedies forced the British to bring out preventive plans. The Government laid a special water pipeline in the civil area to encounter the occurrences of fire. This special fire fighting provision is still there and cantonment authorities take full care of it being greased and maintained. Standing and totally functional water stand-cum-fire hydrants can be seen at different places. One such water stand-cum-fire hydrant is located on the Upper Mall at a little distance from the Club.



WATER STAND POST CUM FIRE HYDRANT

9.8 HERITAGE IN KASALI PLANNING AREA

9.8.1 LAWRENCE SANAWAR SCHOOL

9.8.1.1 The importance of Kasali is not just for its natural beauty and the vestiges of the past, but for the traditions carried into the future as well. This un-spoilt place provides ideal environment for the nurturing of young minds. At a distance of approximately five kilometres from the town is situated the Lawrence School, Sanawar one of the well known public schools. The institution is known for its quality education. Spread over about 150 acres of land, the Kasali ridge affords a view of the red roots of the school standing proud, amidst greenery.

9.8.1.2 Sir Henry Lawrence K.C.B. founded the prestigious school, as a charitable institution for orphans of the British soldiers. It was in 1847 that the foundation stone of Lawrence School was laid. Mr. Villiam Hodson personally supervised building of this famous school. Sir Henry also contributed richly to the construction of this grey stone complex.

9.8.1.3 The Lawrence School was the first in the Commonwealth to be awarded the King's Colour in 1853. The chapel of the Lawrence School happens to be one of the oldest buildings of Sanawar. It is built on a spur amidst quiet environs of the school.

9.8.1.4 The site for the school was named "Sanawar Hill" after the nearby *brahmin* village. The land belonged to the Rana of Baghat, which was taken over by the British in 1842. The Rana was not paid any compensation for the land. The Indian Students were granted admission only after May, 1947. However, the children of a few highly placed Indians were an exception.

9.8.1.5 Mrs. George Lawrence, Sister-in-Law of Sir Henry Lawrence, encamped atop this hill along with 14 children of both sexes on April 15, 1847. This was much before the first building was completed.

9.8.1.6 The establishment came to be known as Lawrence Asylum, soon after Governor General Lord Viscount Hardinge's visit on October 27, 1848. It became a government institution after the Mutiny of 1857 and afforded accommodation for 500 children of both sexes. In 1858, it came to be known as the "Lawrence Royal Military School" and finally as "The Lawrence School" in 1949.

9.8.1.7 The Sub-Post Office at Sanawar and the main school building known as Birdwood, named after Field Marshall Lord Birdwood are worth visiting.



CHURCH (IN THE CAMPUS OF LAWERENCE SCHOOL SANAWAR)



A DOOR OF THE CHURCH BUILDING – THE GRACE IS UNDIMINISHED



WHAT A PLEASURE SEEING THIS STONE WORK IN BUTTRESSES!



THE BIG – SIZED SCHOOL BELL



OUT SIDE AND TO THE SOUTH OF THE SCHOOL CHURCH. STAIR CASE WITH A TURRET AT ITS TOP



THE MOST SIGNIFICANT PORTION OF THE SCHOOL CHURCH. BEAUTIFUL COLOURED DESIGNED GLASS



ONE OF THE SIDE WINDOWS - HAVING BEAUTIFUL COLOURS AND IMAGINATIONS



WONDERFUL ! ISN'T IT ? THE WOODEN TRUSSES INSIDE THE CHURCH BUILDING



INSIDE THE CHURCH. IT WAS RIGHTLY SAID THAT A THING OF BEAUTY IS A JOY FOR EVER



**INSIDE THE CHURCH. IT WAS RIGHTLY SAID THAT
A THING OF BEAUTY IS A JOY FOR EVER**

9.9 IMPERATIVES

The vital heritage of Kasauli and its environs is required to be preserved and protected for posterity and to ensure continued interest of tourists. The heritage features are required to be used in the construction styles of the area, in general and Planning Area, in particular. Whereas, the provisions of the Act do not apply to the Cantonment Area, the same are however, applicable to the Sanawar School Complex. This complex is required to be designated as a Heritage Zone.

CHAPTER-10

FACILITIES AND SERVICES

10.1 EDUCATIONAL FACILITIES

10.1.1 Kasauli Planning Area, though rural in character, has adequate educational facilities. The schools are generally within walking distance. There are 11 Primary Schools at Kasauli gaon, Jangeshu, Dochi, Nandoh, Lower Ganguri, Sanawar, Garkhal, Badah, Chhatyan, Chamian and Banjni. One Middle School is at Jagjitnagar. There are 3 Senior Secondary Schools at Masulkhana near boundary of Kasauli Planning Area, Jagjitnagar and Chamian for a population size of just 11,556 persons and the same are on higher side as per norms.

10.1.2 The Planning Area has further distinction of having the prestigious educational institutions namely, Lawrence School, which is about 160 years old. It has 1,178 registered

students. Out of total students, 371 are residents, whereas the remaining 807 are day scholars. The institution is renowned all over the country, as it attracts students from different parts of India.

10.1.3 There is an Industrial Training Institute at Garkhal. It has 99 students.

10.2 MEDICAL FACILITIES

Kasauli Planning Area has 2 Primary Health Centres, 1 Community Health Centre, 5 Health Sub-Centres and 1 Ayurvedic Dispensary, providing regular health care services to the local residents. The Military Hospital in Cantonment Area is also serving the local residents. Apart from these health care institutions, Planning Area has a few specialized medical institutions namely a Leprosy Hospital and a Sanatorium, which serve the regional population.

10.3 POSTAL AND TELECOMMUNICATION SERVICES

There are eight sub-post offices providing postal services to people of Kasauli Planning Area. The same are located at Chamian, Garkhal, Sanawal, Jagjitnagar, Mando-Matkanda, Dharampur Bathol and Jangeshu. The telephone exchange of Kasauli cantonment is providing telephone services to the population of Kasauli Planning Area as well. Telegraph facilities are at Garkhal and Dharampur Bathol only. Post offices are, however, required at Kasauli Gaon, Gosan & Manaun.

10.4 FIRE STATION

There is presently one fire station, owned by Military Engineering Service, within Kasauli Cantonment area. The same attends to areas outside the Cantonment as well. A fire hydrant is required to be provided at congested Garkhal Bazaar.

10.5 BANKING FACILITY

Presently, two branches namely State Bank of Patiala and of Bank of Baroda, operating in Kasauli town. These serve population of the entire Planning Area as well. However, a branch of bank is required at Garkhal Bazaar.

10.6 IMPERATIVES

The amenities of Kasauli Cantonment town as well as Planning Area have been taken into account together for their entire population. Basic social and services infrastructure is adequately available in the area. Qualitative improvement of facilities and services by way of the processes of upgradation, resource strengthening as well as spatial relocation is, however, needed. A petrol pump, a community hall and a stadium are required to be provided in the Planning Area.

CHAPTER-11

BASIC SERVICES INFRASTRUCTURE

11.1 WATER SUPPLY SYSTEM

11.1.1 So far as Kasauli Cantonment is concerned, it is being supplied drinking water supply by Military Engineering Service. The sources of water are springs near Manaun and

Gambhar river. The military as well as civil population in Kasauli town are served water by these schemes. The total supply is 80,000 to 90,000 gallons per day. The Cantonment Board officials have pointed out gaps in the actual supply of water and the overall demand of water supply.

11.1.2 Water Supply Schemes for Kasauli.—The civil population, schools and offices in Kasauli are facing shortage of water. To provide water to civil population, a separate water supply scheme @ 70 litre per capita per day has been prepared by the Irrigation and Public Health Department. The estimated cost of the proposal is Rs. 5.25 crore. This estimate was prepared against the budget provision made under MLA Kasauli priority (Really New Scheme) No. 1 in the year 2006-07.

11.1.3 The supply of water shall be from two tube wells proposed to be drilled at Kuranwalla, about 10 Km below Kasauli, as no water source is available in the vicinity of Kasauli. As the source is located away, the cost of the scheme works out to be very high. So to reduce the per capita cost, seven schemes, namely GWSS Jangeshu, GWSS Kot beja, GWSS Banoi, GWSS Kotla, GWSS Jhanger, GWSS Ralrug and GWSS Shillu Kalan were also proposed to be augmented from the Ist and IInd stage of the proposed rising main. The rising main has been proposed in three stages as the total head between the Kuranwala tube well site and the Kasauli storage tank is 1380 metre.

11.1.4 Schemes for Planning Area Villages.—The adjoining villages of the Kasauli town in Planning Area are covered by the Water Supply Schemes of the town itself. Other schemes which are serving the villages of Planning Area are as under:—

- (i) **Lift Water Supply Scheme, Madhiana.**—The scheme was executed in 1988. Now it is being augmented under MLA priority schemes. The scheme stands approved by the NABARD for Rs. 80.47 lakh.
- (ii) **Lift Water Supply Scheme, Garkhal Gosan-Dochi.**—The scheme was executed in the year 1982. It is being augmented to the water supply level of 70 litre per capita per day, by connecting it to the Water Supply Scheme, Solan from Giri River.
- (iii) **Lift Water Supply Scheme, Sari Thana.**—The scheme was executed in the year 1982. It is being augmented to the water supply level of 70 litre per capita per day, by connecting it to the Water Supply Scheme, Solan from Giri River.

11.1.5 Constraints of Water Supply.—Kasauli is likely to witness continuing shortage of water supply, despite so many schemes in the offing. The schemes are in the process of approval or execution and these may take time for their actual execution and completion. The schemes have been designed for nominal growth of the rural settlements and some floating population. The schemes shall not be able to cater to the overall requirements of apartments, hotels, big institutions and commercial projects. It is therefore, not possible to allow major commercial establishments in Kasauli Planning Area. The same should not be allowed within Kasauli Planning Area unless an independent arrangement of own water supply or source is guaranteed by an entrepreneur or developer to the satisfaction of the competent authority. As per information made available by the Irrigation and Public Health Department the total designed population for all the schemes works out to about 21,000 persons only. No water demand for any commercial functions, industries and hotels has been considered by the Department while arriving at the designed population.

11.2 SEWERAGE

There is no organised sewerage system in Kasauli Planning Area. Individuals and institutions have constructed their own septic tanks. Presently, there is no proposal of sewerage system for Garkhal bazaar or any other part of Kasauli Planning Area.

11.3 STORM WATER DRAINAGE

There is no organised system for storm water drainage in Kasauli Planning Area. Gram Panchayats construct drains along paths and streets in an isolated manner, subject to the availability of funds. However, along major roads, the Public Works Department constructs culverts, cross drains and side drains to ensure proper drainage in accordance with topography of land.

11.4 ELECTRICITY NETWORK

At present, Kasauli Planning Area is being served by a sub-station existing at Kasauli. There are 6,430 consumers under this sub-station.

11.5 SOLID WASTE DISPOSAL

Presently, there is no organised solid waste management system within Kasauli Planning Area. However, panchayats have been implementing the total sanitation scheme, sponsored by the Government of India.

11.6 IMPERATIVES

Kasauli Planning Area has inadequate infrastructural base in terms of water supply, sewerage, drainage and sanitation. It is, therefore, imperative to strengthen the basic infrastructure of the area.

CHAPTER-12

GOVERNMENT OFFICES AND INSTITUTIONS

12.1 GOVERNMENT OFFICES

12.1.1 The Executive Engineer, HPPWD Division, Kasauli is responsible for construction and maintenance of PWD roads in Kasauli Division. As Dharampur is Block Headquarter of the area, Block Development Committee office is located over there. The Cantonment Board has office of the Executive Officer. Himachal Pradesh State Electricity Board has its Sub-Division at Kasauli, which looks after running and maintenance of power networks in the Area. Kasauli being a Tehsil Headquarter, Tehsildar Office in town looks after revenue matters of the area. The Police Stations are located at Kasauli and Dharampur. These stations are responsible for safety and security of the area. The Forest Range Office at Garkhal is responsible for safety and maintenance of forests of the area. The Sub-Divisional Office of Bharat Sanchar Nigam Limited is also located at Kasauli.

12.1.2 At present there are nine State & Central Government Offices within Cantonment and Kasauli Planning Area. Out of ten offices, seven are of State Government and three of the Central Government. Total number of employees in these offices is 1237. Out of 1237 employees, there are 36 Gazetted Officers and remaining 1201 are non-Gazetted Employees.

12.2 INSTITUTIONS

There is a premier Central Research Institute at Kasauli. This institute is engaged in research of protection measures from snake bite and rabies. There is also an Industrial Training Institute at Kasauli

12.3 As Kasauli Planning Area has adequate offices and institutions, the same are no more required.

CHAPTER-13

TRAFFIC AND TRANSPORTATION

13.1 EXISTING ROAD NETWORK

13.1.1 National Highway-22 passes through the South-Eastern periphery of the Planning Area. It acts as a life line for tourists coming from Chandigarh as well as Shimla. Two major accesses to Kasauli emanate from it from Parwanoo and Dharampur. In between Chandigarh and Kasauli, there are two major bottlenecks at Kalka and Pinjore which adversely affect the tourist flow. However, four laning of the highway is likely to give relief to tourist traffic which is in the ffing.

13.1.2 There are nine other important roads running through the Planning Area. These roads emanate from different junctions namely Sukhi Johri, P.A. Pinion chowk, Garkhal Chowk and near Public Works Department Office at Kasauli. The width of these roads ranges from 5.0 Metre to 10.67 Metre. Dharampur-Kasauli (via Pine Grove School) is witnessing un-precedented traffic volume, particularly on Sundays & holidays. The Right of Way of Roads in Planning Area is as under:-

Table-7. Right of Way of Roads in Planning Area:-

Sr. No.	Name of the road	Right of way (in Metre)
(i)	Dharampur-Kasauli via Moti Kona	10.67
(ii)	Dharampur-Kasauli via Pine Grove School.	10.67
(iii)	Kasauli-Parwanoo via Jangeshu.	10.67
(iv)	Kimmughat-Chakki-Ka-More	10.67
(v)	Garkhal Bye Pass	10.67
(vi)	Jangeshu More-Bangoa-Bhanet road	10.67
(vii)	Garkhal-Brewery road	5 to 7
(viii)	Jagjitnagar-Sheel road	10.67
(ix)	Garkhal- Shaktighat-Jagjitnagar	Not acquired

**Source: (i) Executive Engineer, Himachal Pradesh Public Works
Department Division, Kasauli**

13.1.3. Garkhal bazaar crossing with 5 roads converging on it is a big traffic bottleneck. The roads which emanate from this point are Garkhal-Dharampur via Moti Kona, Garkhal-P.A. Pinions, Garkhal-Kasauli, Garkhal-Brewery and Garkhal-Shaktighat-Jagjitnagar.

13.2 PARKING FACILITIES

13.2.1 Buses, taxis, cars and trucks stop anywhere in the bazaar. The roads have less width than required. There are neither proper bus stops nor loading and unloading spots. Car and taxi

parking lots are missing. The traffic jams on roads are quite common and the same result into delays. Adequate widening of Garkhal Bazaar and improvement of junction at Kimmughat are required to be undertaken. As the vehicles are parked on the road side, the same reduce carrying capacity of the roads. Road side parking makes journey risky and hazardous.

13.2.2 The violations of Section-16-C of the Himachal Pradesh Town and Country Planning Act has led to haphazard creation of plots without proper roads and approached. In the absence of proper roads, those persons who have acquire haphazard or zig-zag 'Khasra' numbers are not in a position to ensure proper access and accordingly parking of their vehicles has become problematic.

13.3 TERMINAL FACILITIES

(a) **Bus Stand.**—The existing bus stand at Kasauli is not sufficient to meet with its requirements of buses upto year 2021. A new Bus Stand at Garkhal is, therefore, required to be provided near the Garkhal Bazaar Chowk, which is major hub of activities of the area.

(b) **Taxi Stand.**—Presently there is a permit system for cars and taxis to enter Kasauli town. The vehicle owners and taxiwallas park their vehicles on the main road, behind the check-post. The Cantonment Board is required to develop a parking lot within its Area. Moreover, a parking lot is required to be developed near Garkhal Bazaar Chowk so that this area is made free from idle parking.

13.4 IMPERATIVES

Roads and streets are not capable to cater for the traffic volume, which has increased manifold during the last few years. The roads are generally occupied by road side parking of vehicles, stacking of construction material, articles of shop keepers, kept on the carriage way and projections of commercial establishments over roads. Therefore, local bodies and law enforcement agencies have to ensure stringent action against the violators in the larger public interest, so that roads are kept free for public and vehicular movement. In order to ensure smooth flow of traffic, the following measures are required to be taken:-

- (a) Provision of a Bus Stand and a Parking lot be made near Garkhal Bazaar.
- (b) The most important roads meeting at Garkhal junction are single-lane as yet. These need to be widened substantially.
- (c) There is trend of constructions to come up right on the road side. Such a trend is required to be discouraged and prevented.
- (d) In order to cope up with parking requirements, provision of parking floor as well as parking in accordance with imperatives of various uses are warranted.

CHAPTER-14

EXISTING LAND USE AND REQUIREMENTS

14.1 EXISTING LANDUSE

14.1.1. Kasauli Planning Area has predominantly a rural character. Generally, the development is in the form of built pockets amidst rural landscape, primarily along the roads in a ribbon pattern. The Planning Area is witnessing spontaneous physical growth, mainly along the

major roads emanating from Kasauli town. It is generally haphazard and has no proper circulation including service lanes. Settlements away from roads are scattered, on account of either steep slopes or nallahs and forests. Existing landuse structure of Kasauli Planning Area is as under:-

Table-8. Existing Landuse Structure-2008

Sr. No.	Landuse	Area (in Hectares)	%age of total area
1.	Residential	264	75.86
2.	Commercial		
	- Shops	06	1.73
	- Hotels / Restaurants	02	0.57
3.	Industrial	04	1.15
4.	Public & Semi-Public including facilities and Government & Semi-Government Offices.	10	2.87
5.	Organized parks and open spaces	---	---
6.	Traffic & Transportation (roads, terminals and parking)	62	17.82
Total Urban Uses		348	100%
7.	Agriculture, Waste Lands and Nallahs.	956	---
8.	Forests	607	---
Total Planning Area		1911	---

Source: Himachal Pradesh Town and Country Planning Department

14.1.2 Landuse Pattern.—The above table reveals that the residential area including village 'abadis' dominates the landuse structure. Out of total area of urban uses, 75.86 percent area is under the residential use. Traffic and Transportation accounts for 17.82 percent of the total area. Public and Semi-Public use including educational, health facilities, Government and Semi-Government Offices comprises of 2.87 percent of the total area. There are no organized parks and open spaces. The provision for the same is to be made amidst clusters of habitations.

14.1.3 Additional Requirements.—Keeping in view the Planning Area density of the previous Development Plan of 10 persons per hectare, the same is proposed as 9 persons per hectare for the revised Kasauli Planning Area. The proposed density of urbansiable area is envisaged as 27 persons per hectare and the residential density for urbansiable area as 49 persons per hectare. By envisaging 1 shop for 100 persons and the area of each shop as 20 sqm., the proposals for additional commercial areas have been worked out. There are 3 industrial units in the Planning Area, out of which 2 are of electronics and the same are ecofriendly. Only eco-friendly small industrial units and service industries to meet with needs of people involving least use of water are required to be allowed in the area. As existing units have adequate area, no more additional area is required for them. Keeping in view the overall requirements of the area in view of demands of the public, on one hand and norms and standards in vogue for allowing different uses, on the other, additional requirements of various landuses have been worked out as under:-

Table-9. Additional Landuse Requirements for 2021

Sr. No.	Landuse	Area (in Hectares)	%age of total area
1.	Residential	106	32.42
2.	Commercial		
	- Shops	8	2.45
	- Hotels or Restaurants	25	7.65
3.	Industrial	10	3.06

4.	Public and Semi-Public Use including facilities	37	11.31
5.	Organized parks and open spaces	68	20.79
6.	Traffic and Transportation (roads, Bus Stand and parking)	73	22.32
Total		327	100%

Source : Himachal Pradesh Town and Country Planning Department Anticipations.

14.2 IMPERATIVES

The growth until 1990 was in the shape of isolated, thick and piecemeal clusters or pockets. The recent developments however, are in the form of linear or ribbon shape along the major roads. Such development is not conducive for ensuring holistic and sustainable development of the area. This trend has to be discouraged by promoting development of social and economic infrastructure equitably in the entire Planning Area and thereby ensuring organized development involving less investment and thus low prices of built properties. Mechanism along the major roads is required to be enforced. Planned and systematic development, in accordance with ecological imperatives, is warranted to ensure the premier character of the town. This Development Plan document strives for ensuring systematic, sustainable and holistic development of the area, addressing the requirements of local inhabitants as well as tourists. Keeping in view perspective requirements of the plan period, proposed landuse has been worked out to ensure balanced and eco-friendly development. The central idea that no new commercial venture negatively affects the already residing local population and existing tourist as well as other establishments is required to be kept in view, during finalization of the Plan document.

CHAPTER-15

PLANNING AND DEVELOPMENT PROPOSALS

15.1 PERSPECTIVE

15.1.1 Kasauli Cantonment town as well as surrounding Planning Area are witnessing acute shortage of water for most of the year. The existing establishments including commercial establishments, resorts, hotels, restaurants, apartments and institutions acquire water through tankers from surrounding sources and adjoining areas in the Plains. It is, therefore, imperative that only such commercial activities be allowed in the Planning Area which are in the interest of resident and tourist population and shall ensure water supply themselves. The Irrigation and Public Health Department's schemes in the pipeline shall be in a position to supply water to the rural population at the rate of 70 liter per capita per day. In order to ascertain sustainability of already existing population and activities, no new commercial activities shall have to be allowed. However, the natural growth of population, related infrastructure, amenities, necessary industrial pursuits, traffic and transportation requirements shall have to be accommodated in the plan document.

15.1.2 The State Tourism Department has imposed restrictions on allowing hotels and guest houses, in view of saturation of the area. Only such tourist projects, which are going to act as asset to Kasauli Planning Area, shall be allowed, provided that the stakeholders thereof are in a position to meet with their entire water supply requirements through rain harvesting or alternate measures and the same are endorsed by the Tourism Department. The apartments may be allowed

at strategic locations, in an eco-friendly manner, involving least hill cutting, provided that the builders thereof shall ensure their own water supply. However, no connection to such projects shall be given from Public Water Supply Schemes, meant for the resident population and already existing activities and establishments.

15.2 PROPOSED LANDUSE

15.2.1 Residential Use.—Total population of Kasauli Planning Area is 11,556 persons as per 2001 census. It is anticipated that population of Planning Area at 25 percent growth rate shall increase from 11,556 to 18,000 persons by plan year 2021. Total population of Kasauli Town as per 2001 census was 4,990 persons. The population of the town at the growth rate of 13.79 percent is anticipated to increase from 4,990 to 9,780 persons by the year 2021. Anticipated total population of Planning Area and Cantonment town by year 2021 shall be 27,780, say 28,000 persons. At the rate of 49 persons density per hectare, 370 hectare area has been proposed for residential use.

15.2.2 Trade and Commerce.—As trade and commerce activities including shops are already more than adequate for the year 2021, the same are not required to be proposed in the plan document. However, in order to ensure adequate area for the purpose as per norms, adjacent to such establishments, the same has been proposed. Thus, in addition to 6 hectare existing area, 4 hectare more area has been proposed for the purpose. Therefore, total area for commercial purpose has been proposed as 10 hectare.

15.2.3 Hotels and Restaurants

15.2.3.1. As hotel and restaurant activities including shops are already more than adequate for the year 2021, the same are not required to be proposed in the plan document. However, in order to ensure adequate area for the purpose as per norms, adjacent to such establishments, the same has been proposed. Thus, in addition to 2 hectare existing area, 3 hectare additional area has been proposed for the purpose. Therefore, total area for hotel and restaurant purposes has been proposed as 5 hectare.

15.2.3.2 Essential tourist infrastructural facilities like urinals, toilets, water-taps, rain-shelters, sitting spaces or platforms are proposed to be provided at strategic locations in the Planning Area. These shall however, be detailed during the course of preparation of Sector Plans.

15.2.4 Industrial use.—P.A. Pinions and Jubber Watch Factory are non-polluting units. Mohan Meakins Brewery is, however, a polluting unit. The same shall act as such being existing unit. Cottage, household and small scale industries shall be permissible, provided that the same cause no pollution. A total area of 14 hectare has been proposed for the purpose.

15.2.5 Facilities and Services

- (i) **Educational Facilities.**—As no higher level educational institution is existing in the Planning Area, a Degree College near Mangoti and a Medical College nearby Kasauli town have been proposed in an area of 14 hectare. A stadium with an area of 5 hectare has been proposed in the Senior Secondary School at Chamian.
- (ii) **Medical Facilities.**—The Primary Health sub-Centre at Chamian has been proposed to be upgraded to Primary Health Centre. Three dispensaries at Mangoti, Gosan & Manaun have been proposed. These shall comprise an area of 0.6 hectare.
- (iii) **Post Offices.**—Three Post offices are proposed to be provided an area of 0.3 hectare at Kasauli Gaon, Gosan & Manaun villages.

(iv) **Community Hall.**—A Community Hall-cum-wedding place with an area of 0.1 hectare has been proposed at Garkhal.

(v) **Bank.**—In addition to the two banks already existing in Kasauli Bazaar, one branch of the bank is required to be opened at Garkhal Bazaar.

15.2.6 Parks and Open Spaces.—An area of 3 hectare has been proposed under Parks and Open Spaces in three pockets namely at Garkhal near Baba Balak Nath temple, in Nahri village near Shiv temple and in between Khadoli and Chamian villages.

15.2.7 Traffic and Transportation

15.2.7.1 Proposed Roads

- (i) **Construction of Ring Road.**—The Parwanoo-Jangeshu-Kasauli-Garkhal-Pine Grove School-Dharampur road has been proposed to act as ring road on the western and northern sides alongwith National Highway on southern and eastern sides. The same will also act as an alternate link from Dharampur to Parwanoo. The widening of Kasauli-Dharampur (via Pine Grove School) and Kasauli-Jangeshu-Parwanoo road has also been proposed, so as to make the same double lane roads. An additional set back of 2.00 metre on both sides of these roads, besides controlled width of 5.00 metre required under the Himachal Pradesh Road Side Land Control Act has been proposed for this purpose.
- (ii) **Construction of Garkhal Bye Pass.**—In order to bye pass the traffic going to Kasauli, it is proposed to construct Garkhal bye pass and make it functional as soon as possible.
- (iii) **Widening of Garkhal-Bazaar.**—It is proposed to widen Garkhal Bazaar road, as it links five roads to different directions emanating from here. Though it would involve huge cost, yet the step has to be taken in phases in the larger public interest, by paying compensation to the owners and shopkeepers. Their rehabilitation shall also have to be ensured.
- (iv) In order to ensure proper transportation in the area, Right of Way of Roads has been proposed as under:—

Sr. No.	Name of the Road	Right of Way (in metre)
1.	National Highway-22	45.00
2.	Dharampur-Kasauli via Pine Grove School	12.00
3.	Dharampur-Kasauli via Moti Kona	12.00
4.	Garkhal-Shaktighat-Jagjitnagar	12.00
5.	Kasauli-Parwanoo via Jangeshu	12.00
6.	Garkhal Bye Pass	12.00
7.	Chamian-Patta road	12.00
8.	Jangeshu Mod-Bangoa-Bhanet road	9.00
9.	Garkhal-brewery road	9.00
10.	Jagjitnagar-Sheel road	9.00

11.	Kimmughat-Chakki Ka Mod road	9.00
12.	Garkhal-Shatyana	9.00
13.	Garkhal-Gahi-Jabli road	9.00
14.	Mashobra-Nahari-Kasauli Gaon road	9.00
15.	Chamian-Subathu road	9.00
16.	Sukhi Johri-Kanda road	9.00

15.2.7.2 Bus Stand.—The existing bus terminal at Kasauli is not sufficient to meet with requirements of plan period. Another bus stand has, therefore, been proposed near Garkhal on an area of 0.4 hectare.

15.2.7.3 Parking.—To cope up with the parking pressure at Garkhal Chowk, it is proposed to develop a Taxi stand-cum-parking lot at Garkhal Chowk on an area of 0.5 hectare.

15.2.7.4 Other Traffic Proposals

- (i) Planned bus stops for down-hill and up-hill buses are proposed near Garkhal Chowk and Kimughat Chowk. All buses coming from Kasauli and Jagjitnagar and heading towards Dharampur shall stop at the spot nearly ¼ Kilometre. down from Garkhal bazaar. Similarly, all buses going towards Kasauli and Jagjitnagar shall stop at places upstream from the bazaar proper.
- (ii) No truck or matador shall be allowed to be parked in the bazaar area between 9.00 A.M. to 8.00 P.M. throughout the year. For loading and un-loading, specific spots shall be earmarked during preparation of detailed Sector Plan.
- (iii) As there is no petrol pump in the Planning Area and Kasauli town, an area of 0.3 hectare has been proposed at Mashobra

Table-9.Proposed Landuse Structure-2021

Sr. No.	Landuse	Area (in Hectare)	%age of total area
1.	Residential	370	72.27
2.	Commercial - Shops - Hotels and Restaurants	10 05	1.27 0.98
3.	Industrial	14	2.73
4.	Public and Semi-Public including facilities	30	5.86
5.	Organized parks and open spaces	03	0.58
6.	Traffic and Transportation (roads, bus stand and parking)	80	15.63
	Total	512	100%
7.	Forests	607	---
8.	Agriculture, Waste Lands and Nallahs.	972	---
	Total:	1911	---

CHAPTER-16**PHASING, COSTING AND IMPLEMENTATION****16.1 PERSPECTIVE**

16.1.1 The Development Plan is a document of public, community, Panchayati Raj Institutions and the Government Departments. It is a document of present and future generations. The Plan envisages for planned and sustainable development of Kasauli Planning Area.

16.1.2 Implementation of the plan has inevitably to be done through joint efforts of the publicprivate partnership, Development Authority, Gram Panchayats, Revenue Department, Infrastructural Departments and Town and Country Planning Department.

16.1.3 An additional urbanisable area of 164 hectares has been proposed to be developed by the year 2021. Phasing, costing and implementation of Development Plan have been contemplated keeping in view development priorities, to meet the needs of growing population, socio-economic dynamics likely to persist after every five years, on one hand and in consonance with the national policy of preparation of rolling plans, on the other. So far as the question of mobilizing or managing funds for development of external infrastructure is concerned, the financial resources for implementation of basic infrastructure proposals related to bulk services including water supply, sewerage, drainage, electricity and communication are allocated by the Government under major capital outlays of various development and infrastructure Departments. It is just matter of utilizing the same in accordance with proposals of the Development Plan. However, resource generation for providing internal infrastructure has to be ensured by various stakeholders under the Land Pooling and Reconstitution mechanism. Various executive agencies may further augment resources, required for their purposes, by mobilizing funds internal as well as external institutional finance.

16.2 PHASING

16.2.1 Development Plan is a mandatory document to guide the future development. Implementation of Development Plan is divided into three phases, coinciding with five year plans namely:

- (i) 2009 -2012
- (ii) 2012-2017
- (iii) 2017-2021

16.2.2 First Phase-2009 to 2012.—The following proposals are proposed to be implemented in the first phase:

- 1. To develop a parking lot at Garkhal.
- 2. Construction of Garkhal Bye Pass.
- 3. Land Pooling and Reconstitution Schemes.

16.2.3 In view of implementation of proposals in each phase, priorities of subsequent phases shall be worked out, resources generated and accordingly implementation shall be ensured.

16.3. COSTING

16.3.1 The plan envisages for residential development by the land owners through Land Pooling and Reconstitution mechanism. These Schemes are to be implemented by the Development Authority, by organizing land owners with the help of Revenue Authorities, Local Bodies, Panchayats and Infrastructural Departments. The Development Authority will be responsible for preparation of such schemes. The funds are to be raised from potential buyers of developed plots who are going to be allotted the same. About 40 percent surrendered land for amenities, roads, parks, open spaces and other public purposes will ultimately be vested with the Development Authority. The Authority will earn in terms of charges to be levied on services infrastructure likely to be provided to the inhabitants. So far as arterial roads and major proposals including bus stand, parking lots and infrastructural networks are concerned, the land has to be arranged, acquired and the same developed by the Development Authority and respective agencies through public-private partnerships on Build-Operate-Transfer basis. Therefore, entire funding is to be done through the in-built mechanism, as envisaged in the Development Plan.

16.3.2 The cost of residential development including road network, sewerage, drainage, electricity, parks, open spaces, parking and other amenities is to be borne by the landowners, through the mechanism of Land Pooling and Reconstitution and thereby enhancement of land values. The benefits likely to accrue by way of the sale of plots would be manifold then to meet with the cost of development.

16.4 FINANCING AND RESOURCE GENERATION

16.4.1 Kasauli being a potential tourist and multi-functional Planning Area, financing of plan is required to be geared up by the Development Authority by raising resources from the betterment levies on development pursuits. Conversion of land use may be charged suitably in view of enhancement of land values.

16.4.2 The Bus stand is to be developed by Himachal Pradesh Bus Stand Development Authority. The respective agencies and Government undertakings, by raising resources from the beneficiaries, will be responsible for development of utilities, facilities and services including water supply, sewerage, drainage, electrification and telephone. The parks shall be developed by the Development Authority by arranging land for the purpose.

16.4.3 The various resource generation measures in accordance with statutory provisions and regulatory mechanism are as under:-

- (1) Landuse conversion charges
- (2) Development charges and betterment levies
- (3) Layout, Sub-Division and Building Permit Fees
- (4) Building Regularization Fees
- (5) Building Use Regularization Fees
- (6) Vacant Land Tax.
- (7) Non-Conforming use penalties.
- (8) Unauthorised change of building/landuse penalties.

16.4.5 Planning Area Development Fund shall be maintained by the Development Authority and the same revolved and utilized for infrastructural provisions, landscaping and beautification of the area. Economically weaker sections of the society shall not be charged for basic amenities.

16.5 IMPLEMENTATION

16.5.1 As the Development Plan is a document of people, community, Government Departments and Panchayati Raj Institutions, the same are therefore required to come forward for its implementation. Execution of the Development Plan has to be ensured by Land Pooling and Reconstitution Mechanism by coordinated efforts of the landowners, Development Authority, Revenue Department, Panchayats and Infrastructural Departments.

16.5.2 Overall control and monitoring of implementation of proposals of development in terms of land use zoning and regulatory mechanism shall be vested with the Town and Country Planning Department.

CHAPTER- 17

PLANNING AND DEVELOPMENT REGULATIONS

17.1. PROCEDURE AND REQUIREMENTS

17.1.1. Application for permission

17.1.1.1. The application for development of land to be undertaken on behalf of the Union or State Government under Section 28 and Section 29 by a local authority or any authority specially constituted under the H.P. Town and Country Planning Act, 1977 shall be accompanied by such documents as prescribed under Rule-11 of the H.P. Town and Country Planning Rules, 1978 including design by a registered Architect/ Planner/ Engineer/ Draughtsman and structural design by a Structural Engineer/ Architect.

17.1.1.2. The application for development of land to be undertaken under Section-30 by any person not being the Union or State Government, local authority or any authority specially constituted under the Himachal Pradesh Town and Country Planning Act, 1977 shall be on such forms alongwith the specification sheet and schedule attached with these forms and containing such documents and such fee as prescribed under Rule-12 of Himachal Pradesh Town and Country Planning Rules, 1978.

17.1.1.3. Apart from above the applicant shall submit the following additional documents namely:—

- (i) Four sets of Location plan in the scale of 1:1000 indicating the land in question, main approach roads, important physical features of the localities or area, important public buildings like school, hospital, cinema, petrol pump, office, and surrounding ownership.
- (ii) Four sets of Contour plan in the scale of 1:200 showing the profile of site.
- (iii) Four sets of Site plan in the scale of 1:200 showing the proposed site, approach road, adjoining buildings, the existing drainage, sewerage, set backs, built up and open area clearly. Plot must tally in shape, size and dimensions as shown in the Tatima. Position and size of rain water harvesting tank shall be indicated in the Site plan.

- (iv) Four sets of architectural drawings showing building plan, elevations, longitudinal and transverse cross -sections in the scale of 1:100 or 1:50.
- (v) The drawings referred at (i) to (iv) should be duly signed by the registered Architect or Planner or Engineer or Draftsman alongwith his or her address and registration number.
- (vi) One copy of Treasury Challan Form vide which requisite fee has been deposited.
- (vii) Latest original Khasra map (Tatima) showing Khasra number of land in question, adjoining Khasra numbers on all sides of plot and approach path with its width.
- (viii) Latest Jamabandi showing clear ownership or attested photostat copy of sale deed or registration deed.
- (ix) In the Site plan the distance of low and high tension electricity lines from proposed land or plot or building shall be shown. In case electricity lines are passing over or nearby the proposed site for development, horizontal and vertical distance be shown.
- (x) In case no public road or path exists at site, the owner shall have to make proper provision for path or road abutting with proposed plot or building by surrendering such land as may be directed by the competent authority. A certificate from the Urban Local Body or Panchayati Raj Institution or State Town and Country Development authority or Local authority or any other authority as the case may be, shall be submitted by the applicant in support of taking over the land surrendered for development of road or path and designating it as public street as per provisions of their respective Acts.
- (xi) For the plots abutting National Highways, State Highways, Bye Passes and other Scheduled Roads of Himachal Pradesh Public Works Department, (HPPWD) the No Objection Certificate (NOC) of H.P. PWD shall be submitted on the format as appended below :-

NO OBJECTION CERTIFICATE

The Department of Himachal Pradesh Public Works has no objection on carrying out any development on land or construction of building bearing Khasra No. ____ of revenue Village or Mohal _____ abutting with National Highway or State Highway or Scheduled Road namely _____ by the owner Sh. or Smt. _____ resident of _____ with respect to the provisions of Himachal Pradesh Road Side Land Control Act, 1969 in this behalf as shown in the Site plan.

(Seal)
Competent
Authority

*(Not to be issued below the rank of Executive Engineer)

- (xii) For plots/buildings whereby electricity lines (LT/HT) are passing over or nearby, the No Objection Certificate (NOC) of Himachal Pradesh State Electricity Board (HPSEB) shall be submitted on the format as appended below:-

NO OBJECTION CERTIFICATE

The Himachal Pradesh State Electricity Board has no objection on carrying out any development on land or construction of building bearing Khasra No. _____ of revenue Village or Mohal _____ under the _____ line by the owner Sh. Or Smt. _____ resident of _____ with respect to the provisions of Indian Electricity Rules, 1956 in this behalf as shown in the Site plan.

(Seal)

Competent Authority

*(Not to be issued below the rank of Executive Engineer)

- (xiii) The applicant shall have to submit any other certificate or documents or plan e.g. No Objection Certificate (NOC) from the H.P. State Pollution Control Board, water and electricity availability Certificate from the concerned Departments as may be required by the competent authority.
- (xiv) Demarcation report from Revenue authority shall have to be submitted wherever so required by the competent authority.
- (xv) Photographs of the site showing profile of land, vegetation and trees. The photographs shall be of atleast 10cmx15cm size taken from different angles.
- (xvi) For major proposals having bearing on the community, a detailed project report justifying the proposals other than, the pre-requisites of main use be submitted and got approved from the competent authority.
- (xvii) No access shall be permissible from the major roads without prior approval of the competent authority.
- (xviii) Whereas the structural design of the building shall be the responsibility of the owner and the Structural Engineer, however structural stability certificate on its completion shall have to be submitted.

17.1.2. Monitoring of Construction

17.1.2.1. The applicant shall intimate in writing to the concerned competent authority that the work of execution of building has reached the plinth level. The competent authority shall inspect the executed work within 15 days and shall allow the applicant for further construction, only if the same is found in order.

17.1.2.2. In case the competent authority does not inspect the site within the prescribed period, the applicant shall certify that he has carried the construction upto plinth level in accordance with permission order and consequent upon not conducting the inspection within stipulated period, the applicant is undertaking the further construction in accordance with permission order.

17.1.2.3. If the competent authority on inspection later on observes at any stage that the work has not been carried in accordance with the approved plan, notice of unauthorized construction or deviation shall be served upon for restoration of the same to its original condition as prescribed in the Act or any other action as specified in Rules and Regulations thereunder.

17.1.2.4. The concerned competent authority, if required, may direct the applicant to revise the building plan as per requirement of Rules and Regulations and if it is found in order, the revised map shall be approved.

17.1.2.5. After completion of the building, the applicant shall submit a completion plan alongwith a certificate to the concerned competent authority certifying that the construction has been completed as per the approved map.

17.1.2.6 Building shall not be put to use prior to issuance of completion certificate by the competent authority.

17.1.3. Terms for Service Connections

17.1.3.1 The procedure for issuance of No Objection Certificate (N.O.C.) for water supply and electricity connections shall be as under:-

- (a) Temporary = At plinth level.
- (b) Permanent = On completion of dwelling unit or floor or whole building.

17.1.3.2. Any No Objection Certificate (N.O.C.) issued by the Town and Country Planning Department for services shall be liable for withdrawal on violations of provisions of the Development Plan Regulations as specified, according to which permission has been accorded and breach of terms and specified conditions in the permission order.

17.1.3.3. Provided that before applying for N.O.C. for permanent water connection the applicant shall have raised construction as per approved map, constructed drain, path, septic tank, soak pit, sloping roof, rain harvesting tank etc. The plot must have defined boundaries as per demarcation obtained from Revenue Department. Photographs shall also be submitted by the applicant showing structure raised or completed by him/her.

17.1.3.4. Any no objection certificate (NOC) issued by the Town & Country Planning Department shall be liable for withdrawal on breach of terms and conditions of reference of the issuance of such NOCs and undertaking to this effect shall be rendered by the applicant

17.1.4. Regulations for Land Pooling and Re-constitution of Plots

17.1.4.1. On commencement this Development Plan, no person shall be allowed to carve out plots of zig-zag 'Khasra' Numbers in his ownership and the same have to be organized alongwith other such adjoining chunks of land to ensure proper dimensioned plots to the purchasers, on one hand and in the interest of urban design, safety, economy, functionality, aesthetics and optimum use of land, on the other.

17.1.4.2. Maximum upto 60 % plotted area shall be made available to the land owners, proportionate to their land ownerships, in accordance with prescribed Regulatory provisions of this Development Plan. The remaining 40 % area shall have to be surrendered and the same be utilized for circulation, infrastructural networks, parking, parks, open spaces, playgrounds and recreational pursuits.

17.1.4.3. In case of any person whose plot comes within the roads or community amenities, he shall be suitably compensated by the parties who are going to be benefited in lieu of his land in such scheme.

17.1.5. Sub-Division of Land Regulations

17.1.5.1 The Sub-Division of land into plots amounts to “Development” under the Himachal Pradesh Town and Country Planning Act, 1977. No person shall sub-divide his land unless permitted to do so in accordance with Rules and Regulations in force.

17.1.5.2 Similarly no Registrar or the Sub-Registrar shall register any sale deed or documents of any sub-division of land on share basis unless the sub-division of land is duly approved by the competent authority in accordance with provisions of Section 16 C of the Himachal Pradesh Town and Country Planning Act, 1977 and sub-division of land Regulations as contained in this Development Plan.

17.1.5.3 The sub-division of land shall be permitted in accordance with natural profile of topography as shown on a contour map, drainage of the land, accessibility, road alignment, wind direction, local environmental imperatives and in accordance with prescribed landuse of the Development Plan. Natural flora and fauna shall have to be preserved.

17.1.5.4 Natural nullahs which pass through land involving sub-division shall be developed and maintained according to discharge of water during the peak rainy season.

17.1.5.5 Sub-division of land shall not be permitted in an area where basic services like paved roads, drainage, water-supply, sewage disposal, electric supply line, street lighting etc do not exist. The developer shall apply to develop the requisite services and infrastructure and letter of intent for the same may be given to him/her/them. Final permission for sub-division of land shall be given as and when services are developed at site. Roads and services are to be provided in a particular sub-division of land in consonance with the adjoining infrastructure/ proposals of this Development Plan. No sub-division shall be allowed with direct access from the National Highway.

17.1.5.6 The plots shall be permitted at right angle to the road with proper shape and dimensions in accordance with natural profile of land and slope, so that optimum use of the land is ensured. Contour planning must be followed for minimizing the cutting of hills and for getting maximum sun.

17.1.5.7 One side of every residential plot shall abut with minimum 3.00 M wide access.

17.1.5.8 The minimum width of road for sub-division of land shall be 5.00 M up to 10 number of plots, 7.00 M up to 20 number of plots and 9.00 M for plots more than 20 in number.

17.1.5.9 In case of plots or land abutting the existing or proposed roads or paths, width of the same shall have to be increased to meet requirements of width for requisite plots.

17.1.5.10 Average slope gradient for regional roads shall have to be 1:20. However, local roads in town may be allowed with slope gradient upto 1:10 and additional width of carriage way shall be provided on curves for ensuring smooth flow of vehicular traffic, which shall not obstruct view or vista.

17.1.5.11 Minimum width of plot for row, semi-detached and detached type houses shall be 5.00 M, 8.00 M and 10.00 M respectively. Ratio of depth to width of the plot shall normally range between 1½ and 3.

17.1.5.12 Minimum area for a detached plot shall not be less than 150 M² However the minimum size of plot in a planned layout can be 90 M². Smaller plots may be considered in the case of allotments made by State Government under Gandhi Kutir Yojna, Indira Awas Yojna or any other scheme launched by the Union or State Governments for the benefit and upliftment of economically weaker sections of the society and IRDP families. However, minimum front and rear set backs of 2.00 M and 1.00 M respectively shall be compulsory in these cases too. Where State Government is allotting land to the landless persons, it may be ensured that plots are created after the mandatory Regulations for front set back on any road so that least difficulty is faced by the allottees later on.

17.1.5.13 Semi-detached house construction shall be allowed on plots having area between 120 M² to 250 M² and row housing on plots with area between 90 M² to 120 M² subject to the condition that the maximum number of such plots shall not exceed 10 in a row after which a gap of 7.00 M shall be left.

17.1.5.14 If the number of proposed plots exceeds 10 (1500 M²), provision of parks and tot lots shall be made in the centre of the scheme area. Such parks cannot be built upon or sold in any manner in future. The area to be proposed under parks shall not be less 10 % of the total scheme area. Right of use/ownership of this land shall be transferred / surrendered to the Panchayati Raj Institutions or Urban Local Bodies or State Town and Country Development Authority or a local authority or any other authority as the case may be which shall be responsible for maintenance of surrendered paths, parks etc. The owner shall not claim any compensation in lieu of this land.

17.1.5.15 If the number of proposed plots exceeds 40, provision shall have to be made for educational, health, religious and other community facilities as per the size of the scheme.

17.1.5.16 Minimum area for septic tank and soak pit etc. irrespective of number of plots shall be 5% of the scheme area.

17.1.5.17 Provision for the decomposition of biodegradable waste shall have to be made in accordance with requirements of particular sub-division of land.

17.1.5.18 Minimum area of a plot for residential development in Group Housing Scheme shall be 1000 M² in accordance with provision of Apartment Act.

17.1.5.19 While carving out plots, the orientation of the plots shall be made in such a manner, so as to be in conformity with the existing plots/infrastructure, wind direction, availability of Sun and Natural flow of surface drainage to allow unobstructed rain water discharge.

17.1.5.20 Minimum area for septic tank and soak pit etc. irrespective of number of plots shall be 5% of the scheme area.

17.1.5.21 Provision for rain water harvesting for surface run off other than that of structures shall have to be ensured to ease the water supply problem.

17.1.5.22 Provision for decomposition of biodegradable waste shall have to be made in accordance with requirements of particular sub-division of land.

17.1.5.23 Where it is essential to develop a plot by cutting of natural land profile, it shall be the responsibility of the plot owner to provide retaining and breast walls, according to the engineering specifications, so that such cutting of natural profile do not exceed more than 3.50 Metre height in any case with provision of diaphragm wall for step housing.

17.1.5.24 Development proposal for part of land or Khasra number shall not be considered and proposal shall be submitted for complete land holding. Adequate provision of paths, open spaces as per Regulations shall be made. Provision of path or road shall be shown for remaining land as well.

17.1.5.25 No Government land shall be transferred by the District Collector or registered by the Registrar or Sub- Registrar to any person in Kasauli Planning Area without No Objection Certificate of the Himachal Pradesh Town and Country Planning Department.

17.1.6. Building Regulations.—The following Building Regulations shall apply to all development activities to be carried out in the Kasauli Planning Area.

17.1.6.1 No building or other structure shall be erected, re-erected or materially altered without the permission of the competent authority in writing.

17.1.6.2 No yard or plot existing at the time of coming into force of these Regulations shall be reduced in dimension or area below the minimum requirement set forth herein. The yards or plots created after the effective date of these Regulations shall meet all the minimum requirements established by these Regulations.

- (a) Provided further that all the plots registered prior to the enforcement of Section 15-A or 16 of the Himachal Pradesh Town and Country Planning Act, 1977 to Kasauli Planning Area shall be treated as plots irrespective of their size subject to the condition that minimum 3.00 Metre wide path abutting one side of the plot should be made available individually or on share basis. In case 3.00 Metre wide path is not available at site then the owner shall surrender the remaining area from his plot to make the path as 3.00 Metre wide.

17.1.6.3 The height limitations of these Regulations shall not apply to all kind of religious places e.g. Temples, Mosques, Gurudwaras and Churches. The chimneys, elevators, poles, tanks and other projections not used for human occupancy may extend above the prescribed height limits. The cornices and window sills may also project into any required set backs upto 0.45 Metre.

17.1.6.4 After coming into force of this Development Plan, the landuse and Development of land shall conform to the provisions of this Development Plan subject to the provisions as contained under Section-26 of the Himachal Pradesh Town and Country Planning Act, 1977.

17.1.6.5 Natural nullahs which passes through land involving division shall be developed and maintained according to discharge of water in rainy season and the same shall not be covered.

17.1.6.6 No wall, fence and hedge along any yard or plot shall exceed 1.50 Metre in height.

17.1.6.7 On a corner plot bounded by a vehicular road in any land use zone or area, nothing shall be erected, placed, planted or allowed to grow in such a manner so as to materially impede vision to avoid accidents and smooth running of vehicular traffic.

17.1.6.8 No planning permission for development shall be granted unless the road or path on which land or plot abuts is properly demarcated and developed at site.

17.1.6.9 Drainage shall be regulated strictly according to natural profile of land with a view to prevent land slides, soil erosion and to maintain sanitation and public health.

17.1.6.10 No building shall be erected on slope of natural land profile forming an angle of more than 45°.

17.1.6.11 In case of plot or land abutting road or path, width of the same shall be increased to meet requirements of the Development Plan by getting additional strip of land surrendered by the land owner(s) on either sides of each road or path equitably or in accordance with topography of land and feasibility. Right of ownership of use of such land which is earmarked for path or road shall be surrendered or transferred to the Urban Local Body or Panchayati Raj Institution or State Town and Country Development Authority or local authority or any other authority as the case may be, by the applicant(s) without any compensation for maintenance purpose. The registering authority shall have binding with this provision to effect all registrations as per layouts approved by the competent authority in the name of Government or above referred bodies or authorities.

17.1.6.12 The constructions conforming to the traditional hill architecture with conical roof laid with slates or Corrugated Galvanised Iron (C.G.I.) sheets painted in maroon or green colour, façade rendered preferably in local material like stone, slates and wood etc. shall only be permitted.

17.1.6.13 Roof slab or chhajja projection over door/window openings shall be limited upto 0.45 Metre over set backs on all sides.

17.1.6.14 Maximum height of plinth level shall be 0.60 Metre which shall be closed on all exposed sides with brick or stone masonry.

17.1.6.15 The set backs shall not be applicable to road side infrastructure or facilities such as rain shelters, land scaping etc. which are specifically permitted by the HP Public Works Department on the acquired width of a road with temporary structures.

17.1.6.16 In case of petrol filling station the layout plan or norms of the Indian Oil Corporation (IOC) shall be adopted. If the rear and side set backs are not mentioned in the layout plan of (IOC) then the minimum sides and rear set backs shall be 3.00 Metre. However on National, State Highways and other Scheduled Roads the front set back of 3.00 Metre from the controlled width of road as per requirement of H.P. Road side Land Control Act, shall be left.

17.1.6.17 No construction shall be permitted on a piece of land left with buildable width of less than 5.00 Metre after maintaining set backs with reference to the size or area of the plot.

17.1.6.18 Not more than two dwelling units per floor shall be permissible in residential building constructed on plot having an area upto 250 M². For plot measuring more than 250 M² area, one additional dwelling unit for every additional 100 M² of plot area shall be permissible in each floor.

17.1.6.19 Regulations for different parts of a building shall be as under:—

Sr. No.	Part of Building	Description	Regulation
1.	Habitable Room	Minimum floor area Minimum width	9.50 M ² 2.40 M
2.	Kitchen	Minimum floor area Minimum width	4.50 M ² 1.80 M
3.	Bath Room	Minimum floor area Minimum width	1.80 M ² 0.90 M

4.	Water Closet	Minimum floor area Minimum width	1.10 M ² 1.20 M
5.	Toilet	Minimum floor area Minimum width	2.30 M ² 1.20 M
6.	Minimum corridor width	For Residential use For other uses	1.00 M 1.20 M
7.	Minimum stair case width	For Residential use For other uses	1.00 M As provided in the National Building Code
8.	Minimum width of treads without nosing for internal stair case	For Residential use For other uses	25 Cm 30 Cm
9.	Maximum height of riser	For Residential use For other uses	19 Cm (Maximum 15 risers in one flight) 15 Cm (Maximum 15 risers in one flight)
10.	Spiral stair case	In commercial building, provision of additional fire escape spiral stair case of minimum 1.50 M diameter with minimum 25 Cm treads and maximum 15 Cm riser shall be provided.	
11.	Openings	For sufficient air, light and ventilation, the windows and ventilators shall be provided on each floor with minimum area equivalent to 1/6 th of that floor area.	
12.	Balcony	1.00 M wide balcony completely open at two sides with restriction of length upto 50% of building frontage shall be allowed where minimum front set back of 3.00 M is left.	

17.1.6.20 Parking floor shall be allowed on any of the floor which comes at road level, subject to the condition that the height of parking floor shall not exceed 2.30 Metre from floor and up to the bottom of beam. In case no beam is there than 2.30 Metre height shall be counted from floor to the bottom of slab. Both parking floor and Garage can be permitted. In case the parking floor is constructed of more than prescribed height, it shall be treated as a storey and the area shall be included in total built up floor area. The height restriction for Garage shall be the same as is for parking floor.

17.1.6.21 In case space as per requirement of parking is available in open area which is over and above the area under set backs, the condition of parking floor shall not be insisted and the vehicles can be parked on such open area.

17.1.6.22. Provided that the open area is within the land or plot boundaries of the applicant.

17.1.6.23. Minimum and maximum height of floor shall be 2.70M and 3.50M respectively for all land uses except Industrial use. No mezzanine floor shall be permitted.

17.1.6.24 Sloping roofs shall be laid with slates or C.G.I. sheets painted in maroon or green colour. Height of sloping roof zero at eaves and maximum 2.50 M at the ridge shall be kept.

17.1.6.25. 1/3rd area of the top floor can be allowed as open terrace, However, remaining 2/3rd area of the top floor shall be provided with slopping roof. **17.1.6.26.** The number of storeys in no case shall exceed three plus one parking floor.

17.1.6.27. No construction shall be allowed within 5.00 Metre distance from the existing forest or green belt boundary and within a radius of 2.00 Metre from an existing tree. The distance and radius shall be measured from the circumference of the tree. For construction on the plots having tree (s), NOC from the Forest Department shall be obtained by the applicant and a copy of the same shall be submitted to the competent authority.

17.1.6.28. For the plots or buildings, where electricity lines are passing over or nearby the land, distance from electricity lines shall be kept as provided in the Indian Electricity Rules from time to time as under:—

Sr. No.	Voltage	Vertical Clearance	Horizontal Clearance
1.	Low and medium voltage and service line.	2.439 M (8')	1.219 M (4')
2.	High voltage lines (a) up to and including 11,000 Volts. (b) Above 11,000 Volts to 33,000 Volts.	3.658 M (12') 3.658 M (12')	1.219 M (4') 1.829 M (6')
3.	For extra high voltage lines (For every additional 33,000 Volts or parts thereof)	3.658 M (12') 0.305 M (1')	1.829 M (6') 0.305 M (1')

17.1.6.29 Re-construction shall be permissible on old lines. Any addition, if required, shall be allowed to the extent of 20% of existing built up area of ground floor subject to fulfillment of other planning Regulations. At least 2 or 3 photographs shall be submitted with existing building drawings to established the existing building line.

17.1.6.30 The competency for preparation of structural design and its certification shall be as under:-

Sr. No.	Limit	Professional
1.	For Residential buildings to be constructed or completed on plot area upto 500 M ²	Registered Architect or Graduate Civil Engineer.
2.	For Residential and all other buildings on plot area above 500 M ²	Graduate Civil Engineer having 3 years field experience in designing and construction of engineering structures.

17.1.6.31 Rain water harvesting tank shall be constructed in the plot @ 20 Litres per M² of the roof top area.

17.1.6.32 No building shall be constructed or raised above 1.50 M from the road level on the valley side in case of following sections of roads so that valley view is fully preserved and protected:-

- (i) The entire stretch of National Highway No.-22 falling within Kasauli Planning Area.
- (ii) The lower Mall Road.
- (iii) From Garkhal to Pine Grove School on Kasauli-Dharampur road.
- (iv) From Garkhal to pump house near Chabal on Kasauli-Jagjitnagar road.

17.1.6.33 No building or structure shall be raised or constructed within 8.00M (5.00 M+ 3.00 M) distance from the edge of acquired width of National Highway No- 22. This will be further subject to the requirements of National Highway Authority of India (NHAI) vis-à-vis the proposed four laning of National Highway No. - 22. For development along this Highway, the applicant shall have to submit NOC from the competent authority under Road Side Land Control Act alongwith a Site plan showing acquired and controlled width of the road clearly.

17.1.6.34 No building or structure shall be raised or constructed within 7.00 M (5.00 M + 2.00 M) distance from the edge of the acquired width of following roads:-

- (i) Kasauli-Jangeshu-Parwanoo road.
- (ii) Kasauli-Garkhal- Dharampur road (via Pine Grove School).
- (iii) Kasauli –Garkhal- Dharampur road (via Moti Kona).

17.1.6.35 No building or structure shall be raised or constructed within a distance of 5.00 M from the edge of acquired width of following roads:-

- (i) Garkhal- Shaktighat- Jagjitnagar road.
- (ii) Kimmughat-Chakki-Ka-More road.
- (iii) Garkhal Bye Pass.
- (iv) Jangeshu Mod-Bangoa-Bhanet road.
- (v) Garkhal-Brewery road.
- (vi) Jagjitnagar-Sheel road.
- (vii) Chamian-Patta road.
- (viii) Garkhal-Shatyana road.
- (ix) Garkhal-Gahi-Jabli road.
- (x) Mashobra-Nahri-Kasauli Gaon road.
- (xi) Chamian-Subathu road.
- (xii) Sukhi Johri-Kanda road.

17.1.7. Exemptions for Villages Outside Urbanisable Limits

17.1.7.1 All the development activities as specified below upto prescribed limits shall be exempted from permission under this Development Plan:—

- (i) Residential activities such as farm-houses and residential houses upto three storeys, cattle shed, toilet, septic tank, kitchen, store, parking shed or garage and rain shelter.
- (ii) Commercial activities such as basic commercial activities like shops of general merchandise, cobbler, barber, tailoring, fruit, vegetable, tea or sweet, eating places and dhabas, chemist and farm produce sale depot.
- (iii) Service Industries such as cottage or house-hold, service industries like carpentry, knitting, weaving, blacksmith, goldsmith, atta-chakki with capacity upto five horse power, water mill, agriculture equipments or machinery repair, electrical, electronic and house-hold appliances.
- (iv) Public amenities such as public amenities like panchayat offices, schools, mahila mandals, yuvak mandals, community halls, post offices, dispensaries and clinics (including health, veterinary and Indian System of Medicines) information technology kiosks, patwar khanas, guard huts, anganwaries, electricity and telephone installations

and connections, roads and paths, ropeways, water tanks, rain harvesting tanks, overhead or underground water tanks, pump houses, check dams, temples, churches, mosques, graveyards, cemeteries, cremation grounds and other religious buildings, bathing ghats, cremation shelters, rest sheds, baths, drainage, toilets, latrines, urinals, sewerage installations, wells, tube wells, baulies, garbage disposal bins, depots and other installations.

- (v) Agriculture and horticulture related activities including rain harvesting structures, milk chilling plant, farm level godowns, seeds and fertilizer stores, farm clinics, pre-cooling units, primary processing units, green houses and poly houses.
- (vi) Heritage related activities such as lakes, reservoirs, dams, baulies, wild life sanctuaries, cemeteries, graveyards, railway lines.

17.1.7.2 All other development activities beyond prescribed limit shall be regulated as provided in Rules.

17.1.8. (a) Urbanisable Area

The urbanisable area shall comprise of area upto 100 metre depth on either side of the National Highway. The same shall be upto 50 metre depth on either side of the other roads identified as under:—

- (i) Kasauli-Jangeshu-Parwanoo road.
- (ii) Kasauli-Garkhal- Dharampur road (via Pine Grove School).
- (iii) Kasauli-Garkhal- Dharampur road (via Moti Kona).
- (iv) Garkhal- Shaktighat- Jagjitnagar road.
- (v) Kimmughat-Chakki-Ka-Mor road.
- (vi) Garkhal-Brewery road.
- (vii) Chamian-Patta road.
- (viii) Mashobra-Nahri-Kasauli Gaon road.
- (ix) Sukhi Johri-Kanda road.

The depth of urbanisable area shall be measured from the edge of the acquired width of roads. However, where proper acquired width has not been marked, the same shall be measured from the edge of existing road at site.

(b) Revenue Villages Outside Urbanisable Area

Revenue Villages falling Outside Urbanisable Area, wherein exemption from development permission upto prescribed limit shall be applicable, under the provision of Section-30-A of the Himachal Pradesh Town and Country Planning Act, 1977 for activities as notified vide Notification No. LLR-D (6)- 5/2009 dated 27.3.2009, are as under:—

- (i) Complete Revenue Village: Banjani
- (ii) Part Revenue Villages:

- | | |
|------------|---------------------|
| 1. Chabal | 2. Chhatyan |
| 3. Deori | 4. Dharampur Bathol |
| 5. Garkhal | 6. Kasauli Gaon |

7.	Mashobra	8.	Nahari
9.	Shilli Kalan	10.	Shilli Khurd
11.	Shilora Kalan	12.	Shilora Kalan
13.	Thare-Ka-Thakurdwara	14.	Sanawar School
15.	Badah	16.	Khadoli
17.	Chamian	18.	Shatyana
19.	Gosan	20.	Kafal Ka Hara
21.	Kumarda	22.	Mangoti
23.	anawar Village	24.	Sanwara
25.	Mando Matkanada	26.	Dochi
27.	Tipra	28.	Nadoh
29.	Jagjitnagar	30.	Khajret
31.	Nichli Gangudi	32.	Uperli Gangudi
33.	Jangeshu	34.	Nalhog

These revenue villages comprise an area of 1399 hectare which works out 73 % of the total Planning Area.

17.1.8.1 Zoning Regulations.—Mixed landuse shall be allowed in the entire urbanisable area. The mixed landuse shall include only such activities as are incidental, conforming and compatible with one another. No obnoxious, environmentally hazardous or non-conforming functions shall be allowed. Following sets of activities shall not be permissible:-

- A school or a college in the vicinity of a bus-stand or right on a busy road.
- A petrol pump in a predominantly residential locality.
- A slaughter house or a crematorium nearby a residential area.
- An activity likely to cause air, noise, dust, water or surface pollution right in a residential area and so on.

17.1.8.2 Only need-based activities shall be allowed in the entire urbanisable area provided these are eco-friendly and do not involve any cutting of trees, vegetation and hill slopes beyond the permissible limit.

17.1.8.3. Apartments, tourist resorts, industries and major commercial/ institutional projects shall not be permitted unless the builder/ developer/ applicant guarantees an independent source of water supply to the satisfaction of the competent authority.

17.1.8.4 Provision of adequate parking shall be ensured in the shape of a parking floor or open parking. Number of storeys shall not exceed 3+1 parking floor. However, in the public interest and the interest of town design or any other material consideration, the Director may relax minimum size area of plot, plot coverage, setbacks and F.A.R. etc.

17.1.9 Residential Use

17.1.9.1 Minimum size and requirement of plots The construction of buildings for residential use shall not be permitted on any plot, which has an area of less than 90 M² in row

housing, 120 M² in semi detached and 150 M² in detached houses. Plots registered before October, 1992 in Kasauli Planning Area and before January 2007 in additional Kasauli Planning Area shall, however, be considered. Relaxation shall be granted in case of Government housing schemes for houseless namely Gandhi Kutir Yojna, Indira Awas Yojna and Economically Weaker Sections etc.

17.1.9.2. The maximum covered area and set backs shall be governed by the following table:—

Sr. No.	Plot Area in (M ²)	Type of construction	Maximum coverage	Minimum Set Back (in M.)		
				Front	Sides	Rear
1.	90 to 120	Row	75%	3.0	-	2.0
2.	120 to 250	Semi-detached	60%	3.0	2.0	2.0
3.	150 to 250	Detached	50%	3.0	2.0	2.0
4.	250 to 500	Detached	45%	3.0	2.5	2.5
5.	Above 500	Detached	40%	5.0	3.0	2.5

Note:- (a) Maximum permissible coverage shall be subject to the fulfillment of prescribed set backs and the number of storeys 3+1 parking floor.

(b) For plot having side set-back of 3.00 M or more, construction of a Garage upto 5.00 M depth in ground floor shall be permitted touching rear boundary of the plot, provided that total coverage remains within the maximum permissible limit and no opening is left on the sides of the adjoining plots.

(c) No projection and opening shall be provided on the sides of common wall in case of row and semi-detached houses. However, the owners of plots of either side shall have an option to construct a common wall.

(d) **In no case even when the construction is in dispersed unit, maximum covered area that has been prescribed, will be exceeded on a particular plot.**

17.1.10. Commercial Use

17.1.10.1. For commercial-cum-residential use up to 500 M² plot area the set backs, coverage etc. shall be the same as for residential use.

17.1.10.2. For purely new commercial schemes/proposals:-

- Access to the new commercial schemes/proposals shall not be less than 5.00 M.
- A minimum front set back of 3.00 M shall be compulsory for plots having area upto 250 M², 4.00 M for plots with area between 250 M² to 500 M² and 5.00 M for plots with area more than 500 M².
- Coverage shall not exceed 50% of the plot area, provided it does not exceed the maximum limit of 200 M².
- Adequate parking @ 20% of the total floor area shall be proposed within the scheme area.
- Sufficient and separate entries as well as exits shall be provided in the commercial buildings for emergencies like fire etc.
- Rear set back of 2.00 M shall be compulsory.
- Arcade of 2.00 M width for shops shall have to be provided.
- Number of storeys shall not exceed 3+1 parking floor.

17.1.11 Tourism Use

For Hotels and Guest Houses the Regulations shall be as under:—

Sr. No.	Plot Area in M ²	Maximum Coverage	Minimum Set Backs in M		
			Front	Sides	Rear
1.	500 to 1000	40%	5.0	3.0	2.0
2.	1000 to 2000	35%	5.0	3.0	3.0
3.	2000 to 5000	30%	5.0	3.0	3.0
4.	Above 5000	25%	10.0	5.0	3.0

Note:-

- No tourism project shall be permitted without the in-principle approval of the State Tourism Department.
- Maximum number of storeys shall be 3+1 parking floor.
- The owners shall make guarantee for an independent arrangement of water supply for the same.
- The minimum area for a Hotel and a Guest House shall be 500 M².
- Parking provision @ 20% of the total floor area shall be made.
- Hotels and Guest Houses shall not be permitted in an intense residential development areas since the construction of the same is likely to vitiate the living environment of the same.
- Conversion of existing residential buildings into Hotels or Guest Houses shall be permitted only if these fulfill the Regulations for the same.
- Arrangement for rain water harvesting tank shall be compulsory.

17.1.12. Facilities, Services, Government and Semi-Government Offices Use

The set backs and coverage etc. shall be as follows:—

Sr. No.	Plot Area (in M ²)	Maximum coverage	Minimum Set-backs In M		
			Front	Sides	Rear
1.	Upto 250	50%	3.0	2.0	2.0
2.	250-500	40%	4.0	2.5	2.5
3.	500-1000	35%	5.0	3.0	3.0
4.	Above 1000	30%	7.5	5.0	3.0

Note:-

- Adequate parking provision @ of 20 % of the total floor area shall be made.
- Landscaping shall be done on road side and other sides of the plot.
- Number of storeys shall not exceed 3+1 parking floor.

17.1.13. Regulations for Heritage Zone.—The heritage buildings shall be listed and notified. Following Regulations shall be applicable to heritage buildings:—

- (1) The detailed architectural drawings/maps in the scale 1:50 shall be prepared showing all the architectural features with size and material proposed to be used along with old architectural drawings.
- (2) Two photographs of 15cmx25cm size of existing building and adjoining heritage building shall be submitted.
- (3) In case of re-construction on old building lines, the existing plinth area, number of storeys and floor heights shall not be altered.
- (4) The original façade shall be maintained. The façade shall have the admixture of wood, grass, slate and tile as per the original building. If natural materials are not available, alternative ones shall be given the same touch.
- (5) The roof shall be painted with maroon or green colour only.
- (6) Constructions shall be permissible on the vacant sites subject to the condition that the height of such buildings does not exceed the height of surrounding heritage buildings and also does not obstruct the view in any way.

17.1.13.1. Other Regulations.—(1) No compounding or retention shall be allowed in case of heritage buildings.

(2) The new buildings which do not confirm to the architectural style of heritage buildings shall be face-lifted in accordance with their original style or adjoining features.

(3) The registration of Architect or Engineer or Planner or Draughtsman shall be cancelled and sanction shall stand withdrawn, if the construction carried out is in violation of sanctioned map. An undertaking to this effect shall be furnished by the professional who has prepared the map and the owner at the time of seeking planning permission.

17.1.13.2. Repairs, Additions and Alterations.—Any repair, addition in the existing heritage building shall be in conformity with the heritage Regulations and existing heritage features of the area.

17.1.13.3. Options for Architectural Elements.—The applicant seeking planning permission for reconstruction of building shall follow the following architectural elements for maintaining aesthetics of the existing surrounding buildings namely :-

- (1) Windows
- (2) Doors
- (3) Façade
- (4) Roofing

17.1.13.4. Street Furniture.—Street furniture in natural heritage areas shall be provided in the following manner namely:-

- (1) Cast Iron benches
- (2) Decorative lighting at two levels.
- (3) The design of water drinking spouts made of Cast Iron shall be got approved from the Heritage Advisory Committee.

17.1.14.5. Services.—All the electric and telephone wiring shall be got concealed to improve the over all look of heritage area.

17.1.13.6. Sign Boards.—(1) Brass plaques of size 0.60 M x 0.45 M inscribing history of the building shall be displayed at strategic point of historical building. The Enforcement Committee shall be responsible for identifying such buildings and approving the text and design of such plates.

(2) The sign boards and hoarding to be provided at strategic locations shall be in accordance with the National Building Code. They shall not occupy more than 10% of the façade in any case.

(3) For the sign boards for shops and business houses, the Enforcement Committee shall advise the Cantonment Board Kasauli and other authorities in formulating guidelines for the same.

17.1.14. Industrial Use

17.1.14.1 General requirements.—(1) An approach road of atleast 5.00 M shall be mandatory.

(2) Service industries like cottage or household industry, carpentry, knitting, weaving, blacksmith, goldsmith, atta chakki, water mill, agriculture equipments, machinery repair, electrical, electronic, household appliances, tiny auto repair workshops etc shall be encouraged.

(3) Under small scale sector generally electronics and Information Technology based or such activities as cause least water, air and noise pollution shall be considered. However while doing so, the entrepreneur shall have to guarantee an independent arrangement of their own water supply/ source to the satisfaction of the competent authority.

(4) Least hill cutting shall be permitted so as to preserve hillscape.

(5) No felling of trees shall be allowed except with the prior permission of the State Forest Department.

17.1.15. Regulations for Solar Passive Building Design

17.1.15.1 Scope.—The Solar Passive Building Design is mandatory in Government/Semi-Government/ Autonomous/Commercial Buildings to be constructed in the area.

17.1.15.2. Building Map.—The map for the building should accompany a statement giving details of solar passive heating/cooling/day lighting features alongwith technical specifications of solar space heating/cooling system, solar photovoltaic, energy efficient and other renewal resource devices to be installed alongwith expected energy saving in the building.

17.1.15.3. Site Selection.—The site should preferably be selected on southern slopes/side. Survey of the site has to be got done to determine adequate solar energy availability and solar access alongwith data on climatic conditions.

17.1.15.4. Orientation.—The longer axis of the building should lie along east/west directions to trap maximum solar energy.

17.1.15.5. Planning Spaces.—The main habitable spaces of a building should be planned and designed in such a manner so that natural day light is available. The stair cases, garages, toilets and stores to be planned preferably in northern side. Minimize door and window openings on north side to avoid heat losses and maximize south facing glazing to capture maximum heat as per site and climatic conditions.

17.1.15.6. Integrating Solar Space Heating Systems in Building Design.—(i) Passive solar heating systems like solar air heating/water heating/sun space/solar walls/solar trombe wall etc. are to be integrated in the building design on southern side so as to allow maximum direct solar access to these system.

(ii) The suitability of space heating systems to be installed or incorporated in the design of a solar passive building is to be decided by the Architect/solar expert as per the building site/climate/space heating requirements.

(iii) All solar/water heating systems should have an automatic electric backup system so as to function during cloudy/non sunshine days.

(iv) The solar water heating system is to be integrated preferably, in the roof of the building so that the panels become a part of the roof. The solar collectors on the roof inclined at angle of 45 degree to 50 degree for receiving maximum solar radiation, will be allowed in all parts of the state.

(v) The sunspace/solarium/solar green house/solar wall/solar chimneys etc will be allowed on the roof top for utilizing solar energy for heating of the building.

(vi) Provision in the building design itself is to be kept for an insulated pipeline from the rooftop in the building to various distribution points where hot water/hot air is required.

17.1.15.7 Solar Photovoltaic Panel (SPV) for lighting.—Solar photovoltaic panels are to be integrated preferably in the building design for lighting/street lighting/emergency lighting in order to reduce electricity usage and to save the energy.

17.1.15.8. Solar Passive Colling Design Features

- (i) **Cross Ventilation.**—Windows on opposite sides of rooms be provided for proper circulation and ventilation of fresh and cool air
- (ii) South windows are to be fixed with overhangs to provide shade from summer.
- (iii) **Colour and shading.**—The external surface of the wall is to be painted with white/light colours to reflect instant solar radiations.
- (iv) **Ground embankments.**—Ground floor be provided with earth beaming to a height of around 1.00 metre for taking the advantages of constant temperature of the earth through out the year.
- (v) Outside temperature be modified by land scaping.

17.1.15.9. Reducing thermal losses.—The building structure and materials are to be utilized to meet the heating and cooling requirements by means of storing warmth and coolth.

17.1.15.10. Outer Wall Thickness.—Outer walls of the building should be made atleast 0.24 metre thick/ or with cavity/or with insulation for thermal comfort and to avoid the transfer of heat from ourter environment to inner environment and vice-versa.

17.1.15.11 Installation of Solar Assisted Water Heating System in Buildings.—No new building plan in the following categories in which there is a system of installation for supplying hot water shall be cleared unless the system of the installation is also having an auxiliary solar assisted water heating system :—

- (a) Hospitals and Nursing Home.
- (b) Hotels, Lodges and Guest Houses, Group Housing with the plot area of more than 4000 M²
- (c) Hostels of Schools, Colleges and Training Centres with more than 100 students.
- (d) Barracks of Police.
- (e) Functional Buildings of Air Ports like waiting rooms, retiring rooms, rest rooms, inspection bungalows and catering units.
- (f) Community centres, Banquet Halls and buildings for similar use.

17.1.15.12 (a) New building should have open space on the rooftop which receives direct sun light. The load bearing capacity of the roof should at least be 50 kg per Sqm. All new buildings of above categories must complete installation of solar water heating system before putting the same in use.

(b) Installation of solar assisted water heating systems in the existing building shall be made mandatory at the time of change of use to above said categories, provided there is a system or installation for supplying hot water.

17.1.15.13 Installation of solar assisted water heating systems shall conform to BIS specification. The solar collectors used in the system shall have the BIS certification mark.

17.1.16. Regulations for Barrier-Free Environment for the Persons with Disability

(1) Site Planning.—Every public and semi-public building shall have at least one access to main entrance/exit to the disabled which shall be indicated by proper signage. This entrance shall have approach through a ramp together with stepped entry. The ramp should have a landing after 9 M run and in front of the doorway. Minimum size of landing shall be 1000 x 2000 mm.

(2) Access path/walkway.—Access path from plot entry and surface parking to building entrance shall be minimum of 1800 mm wide having even surface without any step. Slope if any shall not be greater than 5%. Selection of floor material shall be made suitably to attract or to guide visually impaired persons (limited to floor material hose colour texture is conspicuously different from that of the surrounding floor material or the material that emit different sound to guide visually impaired persons). Finishes shall have a non-slip surface with texture traversable by a wheel chair. Curbs wherever provided should blend to common level.

(3) Parking Provision.—(a) Surface parking for two equivalent car spaces shall have to be provided near entrance with maximum travel distance of 30 M from building entrance. Width of parking bay shall be minimum 3.60 M.

(b) Guiding floor materials shall be provided or a device which guides visually impaired persons with audible signals or other devices which serves the same purpose shall be provided.

(4) Approach to plinth level.—(a) Ramp shall be provided with non-slip material to enter the building. Minimum clear width of ramp shall be 1800 mm with maximum gradient of 1:12 between top and bottom of the ramp. Length of ramps shall not exceed 9.00 M having 800 mm high handrail on both sides extending 300 mm beyond the ramp. Minimum gap from the adjacent wall to the handrail shall be 50 mm.

(b) For stepped approach size of tread shall not be less than 300 mm and maximum riser shall be 150 mm. Provision of 800 mm high handrails on both sides of the stepped approach similar to the ramped approach shall be provided.

(5) Entrance Door.—Minimum clear opening for the entrance door shall be 1000 mm.

(6) Corridor connecting the entrance/exit.—The corridor connecting the entrance/ exit for handicapped leading directly outdoors to a place where information concerning the over all views of the specific building can be provided to visually impaired persons either by a person or signs shall be provided as follows:-

- (a) Guiding floor materials shall be provided or devices that emit sound to guide visually impaired persons.
- (b) The minimum width shall be 1500 mm.
- (c) In case there is a difference of level, slope ways shall be provided with a gradient of 1:12.
- (d) Handrails shall be provided for ramps/ slope ways.

(7) Lift.—For the buildings with more than 15.00 M in height one lift shall be provided for the wheel chair user with the following clear dimensions:-

Clear internal depth 1100 mm
Clear internal width 2000 mm
Entrance door width 910 mm

A handrail not less than 600 mm long at 900 mm above floor level shall be fixed adjacent to the control panel. The lift lobby shall be of an inside measurement of 1800 mm x 2000 mm or more. Operational details of lifts shall conform to the National Building Code of India.

(8) Toilets.—One special water closet in a set of toilets shall be provided for use of handicapped with following specifications:—

- (a) Provision of washbasin near the entrance.
- (b) The minimum size shall be 1500 mm. x 1750 mm
- (c) Minimum clear opening of the door shall be 900 mm. and the door shall be swinging/sliding type.
- (d) Suitable arrangements for vertical/horizontal handrails with 50 mm clearance from wall shall be made in the toilet.
- (e) The W.C. seat shall be 500 mm from the floor.

(9) Refuge Area.—Refuge area shall have to be provided at the fire protected stair landing on each floor having doorways with clear opening width of 900 mm that can safely hold one or two wheelchairs. The alarm switch should be installed between 900 and 1200 mm from the floor level.

17.1.17. Regulations for Environment and Health.—(a) Proper air, light and ventilation to each dwelling unit shall have to be ensured. At least 3 hours sun may be available for each flat during winters. Kitchen and services shall have to be provided along the external walls. However, if

the water closets and bathrooms are not opening on to front, side, rear and interior open spaces, these shall open on to the ventilation shaft, the minimum size of which shall be as under:-

(b) The developer has to ensure prior environmental clearance under the provisions of Environment Protection Act, 1986 from the competent authority besides consent of the State Environment Protection and Pollution Control Board under Water Act, 1974 and Air Act, 1981.

Height of Buildings (in M)	Size of ventilation shaft (in M ²)	Minimum one Dimension of the Shaft (in M)
Upto 10	1.2	0.9
12	2.8	1.2
18	4.0	1.5
24	5.4	1.8

(c) No construction shall be allowable within a radius of 5.00 metre from a tree and upto 5.00 metre distance from the Forest/Green belt boundary. The distance shall be measured from the circumference of the tree. No lopping shall be allowable.

(d) In case any unauthorized construction involves cutting/ drying/ lopping of any tree, electricity, water supply and sewerage connections shall remain disconnected till clearance is given by the Forest Department.

(e) No construction shall be allowed on land/plot having slope more than 45°.

(f) No drainage line or nallahs shall be allowed to be covered by any private construction. However, strategic locations adjacent thereto along the highways may be utilized for parking purpose either by the Government or by Municipal Corporation or by Development Authorities for community purposes.

17.1.18 Regulations for Information Technology Parks.

1. Slope.—Buildings of Information Technology (IT) Park shall be allowed upto 30° slope. The infrastructural services including roads shall be developed in accordance with slope of the area.

2. Land use structure of complex

Land use Structure	Maximum limit
Total Covered Area	40%
• IT related activities	20% to 35 %
• Commercial	1% to 5 %
• Recreational (Indoor)	1% to 3 %
• Residential	9% to 15 %
Parks and Tot Lots	8% to 12%
Area under Traffic and Transportation	16% to 20%
Area under Set Backs and other Open Spaces	20% to 24%

3. Means of Access

(i) The access to the site of IT Park area shall not be less than 12.00 Metre wide.

(ii) Provisions of internal roads shall be as under:-

Length	Width
Up to 1000 Metres	9.00 Metres
Above 1000 Metres	12.00 Metres

- (a) Walkways of more than 1.20 Metre widths shall have to be provided on both sides of the main internal roads.
- (b) The width of roads as specified above shall be including the walkways.

4. Parking Provision

Residential = @ one car space per 75 M² floor area
 Commercial = @ 1.50 car space per 75 M² floor area
 Office Use = @ 1.25 car space per 75 M² floor area
 Hardware Manufacturing Unit = @ one car space per 60 M² floor area.
 Software development/ITES = @ one car space per 40 M² floor area.

Maximum height of parking floor shall be 3.00 Metre upto beam below the ceiling of the slab.

5. Maximum Number of Storeys, Coverage and Floor Area Ratio (F.A.R.)

- (i) The maximum number of storeys shall be restricted upto 3 storeys +1 parking floor.
- (ii) Floor Area Ratio (F.A.R.) shall be 1.50.
- (iii) The maximum coverage shall be 40%.

6. Maximum height of buildings

Maximum height of buildings for IT and related activities shall be 15.00 M

7. Set Backs

- (i) Block to Block distance shall be 2/3rd of average height of the Blocks.
- (ii) Distance of structures from the adjoining properties and side Set Backs shall not be less than 1/3rd of the height of the Blocks.
- (iii) Minimum 3.00 Metre distance from internal roads shall have to be maintained.

8. Expansion Joints

The structures exceeding 45.00 Metre in length shall be divided by one or more expansion joints as per Structural Design calculations.

9. Structural Stability

The structural stability provisions have to be strictly adhered to, as enshrined in Section 31-A of the Himachal Pradesh Town and Country Planning Act, 1977.

10. Environment and Health

- (i) Proper air, light and ventilation to each dwelling unit shall have to be ensured. At least three hours sun may be available for each building during winters. In case of residential structures, kitchen and services shall have to be provided along the external walls. However, if the water closets and bathrooms are not opening to the front, sides, rear and interior open spaces, these shall open to the ventilation shaft. The maximum size of ventilation shaft shall be 4.00 M² with minimum one dimension of 1.5 Metre.
- (ii) The Developer shall ensure prior environmental clearance under the provisions of Environment Protection Act, 1986 from the Competent Authority, besides consent of the State Environment Protection and Pollution Control Board under the Water Act, 1974 and the Air Act, 1981.

11. Safety Measures

- (i) The provision of stair cases shall be as per clause 8.6.2 of Part-IV of the National Building Code of India i.e. minimum two stair cases for floor area of more than 500 M². At least one of the stair case shall be on external wall of the buildings and shall open directly to the exterior. Width of stair case shall not be less than 3.00 Metre i.e. 1.50 Metre in each flight.
- (ii) Provision for proper Fire Hydrants shall have to be made in the Complex and the layout showing position and location of the same shall be made available to the nearest Fire Office.

12. Potable Water Supply and Rain Water Harvesting

- (i) No Objection Certificate from the Himachal Pradesh Irrigation and Public Health Department (IPH) regarding availability of adequate water supply and viability of design of rain water harvesting tank shall have to be furnished.
- (ii) Adequate provision for rain water harvesting tank, @ 20 Liters per M² of the roof top area, shall have to be made underground in the Parks and Open Spaces and the same shall be used for the purposes other than drinking and cooking.

13. Parks and tot lots

Area under parks and tot lots shall have to be properly organized in regular shape and amidst the Blocks. Proper landscaping of the IT Park area in accordance with the design shall be ensured by the Developer.

14. Existing trees and plantation

- (i) No construction shall be allowed within a radius of 5.00 Metre from the circumference of an existing tree.
- (ii) Plantation shall be ensured @ 125 trees per Hectare.

15. Distance from Natural drainage

Distance from highest flood level (HFL) along rivers, 'khuds' and 'nullahs' shall be as under:-

River = 25.00 M

Khud = 10.00 M

Nullah = 05.00 M

16. Distance from Roads

Minimum distance of structures from National Highways, State Highways, Himachal Pradesh Public Works Department (PWD)'s Scheduled roads, Bye-Passes and other District roads shall be 15.00 Metre.

17. Distance from Electric Lines

Adequate distance from the electric lines as per the requirement of Himachal Pradesh State Electricity Board (HPSEB) Rules shall have to be maintained. No Objection Certificate of the Competent Authority shall be required, if HT/LT line is crossing through the Complex.

18. Assessment of Power requirement

In case power requirement assessment exceeds 50 KW, proper space for installation of electric Transformer and Transmission Lines of 11 KV shall be provided in the layout plan. The proposed space is to be got verified from the concerned Officer of the HPSEB and accordingly No Objection Certificate alongwith verification at site shall have to be furnished.

19. Development of Infrastructure and its maintenance

- (i) The Developer shall construct roads & drains, lay electric & sewerage lines and shall make provision for disposal of solid waste etc. Suitable site has to be reserved for placement of dumpers. The provision of services infrastructure shall be made through a duct to be constructed on the sides of the internal roads.
- (ii) The Developer shall provide street light poles each at a distance of 30.00 Metre on both sides of the roads.
- (iii) The provision of Community overhead water reservoir has to be made in the Complex.
- (iv) All the infrastructural services shall be maintained by the Developer, till such time when a Society is formed and got registered by the stakeholders and residents of the Complex or a Municipality or Nagar Panchayat or Gram Panchayat takes over the maintenance pursuits of the area.

20. Supervision

For supervision of development of land, the Town Planner, for design of building an Architect and for building construction, the Structural Engineer shall be competent, as per provisions of Annexure-A of part II of the National Building Code of India.

21. Integration

Proper integration of the IT park area shall have to be ensured with the surrounding uses and infrastructural provisions like roads, drainage, sewerage etc.

22. Projection of hill architecture

Sloping roof shall have to be ensured in each structure.

23. Other Regulations and instructions as issued by the Government from time to time shall be adhered strictly.

17.1.19 Regulations for Development of Apartments**(i) Site selection**

The site shall have to be selected by the builders in accordance with the provisions of Development Plan in the residential use.

(ii) Check List

A check list as appended below showing regulatory provisions and fulfillment thereof shall have to be submitted alongwith the proposal for apartments.

CHECK LIST

Sr. No.	Description	As per regulations	As proposed
1.	Scheme Area		
2.	Slope of Area		
3.	Means of Access		
4.	Landuse Structure		
5.	Coverage (a) Under Flats (Block wise) (b) Under other uses (Blockwise)		
6.	Total Built up Area		
7.	F.A.R.		
8.	No. of storeys in each Block		
9.	Height of each floor		
10.	Total height of Blocks		
11.	No. of Flats/ Dwelling Units in each Block		
12.	Total Population		
13.	Density per hectare		
14.	Details of facilities with respect to population		
15.	Parking provision		
16.	Structural Stability Certification		
17.	Distance of structures from Natural Drainage		
18.	Distance of structures from Highways and other District Roads		
19.	Distance of structures from HT/LT lines		

20.	N.O.C. of competent authority of the HPSEB in case HT/LT line crossing over/nearby proposed site		
21.	N.O.C. of the competent authority of NH/PWD for approach as well as proposed construction.		
22.	Power requirement		
23.	Certification by the competent authority of HPSEB regarding availability of power supply .		
24.	Source of Water Supply		
25.	Certification by the Competent Authority of IPH/ M.C. regarding availability of water.		
26.	Provision of Rain Water Harvesting		
27.	Arrangement for disposal and treatment of Solid Waste, Sewerage, Sullage and storm water.		
28.	Provision for street lighting		
29.	Environmental Clearance from Government of India and consent of the State Board under Water Act, 1974 and Air Act, 1981 in case colony designed for more than 1000 persons.		
30.	Name of the licensed Architect/Town Planner/Engineer with full Correspondence address, appointed for the job.		
31.	Name of the licensed Structural Engineer with full Correspondence address, appointed for the job.		

(iii) Size and Shape of Scheme Area.

The cases for permission of apartments shall be considered in the form of complexes and not on ribbon development pattern along Highways/Major Roads. The minimum area for a scheme for development of apartments shall be 1000 Sqm. In general, overall length and width ratio of the site shall be up to 3:1.

(iv) Slope

Apartments shall be allowed upto 30% slope.

(v) Landuse structure of apartment complex:-

Landuse	% age to total Area
Area under apartments	25-30%
Commercial	2 - 5%
Public/ Semi Public	5 -10%
Traffic and transportation	20- 30%
Parks & Open Spaces	10- 15%
Area under set backs, pavement, plantation and landscaping.	20-30%

Under commercial use, convenience shops @ of one shop per 150 persons shall have to be provided. These will include service shops like vegetable, shoe repair, dry cleaning, tailor, barber, general merchandise etc. The purpose of these shops should clearly be mentioned in the plan and should be accordingly allotted after completion. In case public and semi-public amenities like schools, health etc. are available in the vicinity and the same are adequate to cater for the requirements of inhabitants, detail thereof shall have to be given in the check list. However,

provision of toilets and urinals @ two toilets, one each for ladies and gents, per 1000 persons and Kindergarten/ totlots etc. shall have to be made in every scheme.

(vi) Means of Access

- a) The minimum access for an area of apartments or colony with a population of more than 1000 persons shall not be less than 9.00 M.
- b) For the colonies having maximum population of 1000 persons, the minimum accesses shall be 7.50 M.
- c) Width and length of means of internal access for colonies of more than 1000 persons shall be as under:-

Width (in metre)	Length (in metre, upto)
7.50	250.00
9.00	400.00
12.00	1000.00
18.00	Above 1000

- d) If the development is only on one side of the means of access, the prescribed widths may be reduced by 1.0 metre in each case.
- e) Walkways of more than 1.20 metre width shall have to be provided on both sides of the main internal roads having width 9.00 metre and above. The width of roads as specified above shall be including the walkways.
- f) The cul-de-sac streets extending from 150 to 275 metre in length shall have an additional turning space of not less than 81.00 sqm. with dimension not less than 9.00 metre at an interval of 150.00 metre length.

(vii) Parking Provision

Parking provision shall be @ one vehicle i.e.18.00 Sqm. area per 100 Sqm. floor area. Maximum height of parking floor shall be 3.00 metre including the depth of beam below the ceiling of the slab.

(viii) Number of Storeys:

3 storeys+1 parking floor

(ix). Floor Area Ratio (F.A.R.)

Maximum permissible F.A.R. shall be 1.50. However the maximum F.A.R. with respect to apartments shall be 1.25. The rest 0.25 F.A.R. shall however be meant for public- semi-public and commercial purposes in view of the requirements of locality as well as surrounding areas.

(x) Floor height

The floor height of apartments may vary from 2.70m to 3.50 metre. However, the overall height of the building shall not exceed 20.00metre.

(xi) Set backs

Block to Block distance shall be $\frac{2}{3}$ rd of average height of blocks. Distance of apartments from the adjoining properties and side setbacks shall not be less than $\frac{1}{3}$ rd of the height of the blocks. However, in the interest of better layout, skyline and functionality arrangement of blocks ensuring proper light, air, ventilation and wind direction may be ascertained within prescribed F.A.R. Minimum 3.00 metre distance from internal roads shall have to be maintained.

(xii) Expansion Joints

The structures exceeding 45.00metre in length shall be divided by one or more expansion joints as per design calculation.

(xiii) Structural Stability:

The structural stability provisions have to be strictly adhered as enshrined in Section 31-A of the H .P. Town and Country Planning Act, 1977. Monitoring of the same shall have to be ensured by the HIMUDA at each floor level and completion certificate in this regard shall be furnished by it to the Town and Country Planning Department.

(xiv) Environment and Health

- a) Proper air, light and ventilation to each dwelling unit shall have to be ensured. At least 3 hours sun may be available for each flat during winters. Kitchen and services shall have to be provided along the external walls. However, if the water closets and bathrooms are not opening on to front, side, rear and interior open spaces, these shall open on to the ventilation shaft, the minimum size of which shall be as under:-

Height of Buildings (in M)	Size of ventilation shaft (in M ²)	Minimum one Dimension of the Shaft (in M)
Upto 10	1.2	0.9
12	2.8	1.2
15	4.0	1.5

- b) In view of notification No. S.O. 801 (E) dated 7.7.2004 of Ministry of Environment and Forest, Government of India and accordingly further directions of the State Government circulated vide letter No. STE-A (3)-11/2003 dated 28.3.2005, in case of population more than 1000 persons, or discharging sewage more than 50 KLD or above, or with an investment of Rs.50 Crores or above, the developer has to ensure, environmental clearance from the Government of India besides consent of the State Environment Protection and Pollution Control Board under Water Act, 1974 and Air Act, 1981.

(xv) Safety Measures

The provision of stair cases shall be as per clause 8.6.2 of Part-IV of National Building Code of India i.e. a minimum of 2 stair cases for floor area of more than 500 Sqm. At least one of the stair case shall be on external wall of the buildings and shall open directly to the exterior. Width of stair case shall not be less than 3.00 metre i.e. 1.50 metre in one flight.

(xvi) Potable Water Supply and Rain Water Harvesting

No objection certificate from the IPH Department regarding availability of adequate water supply and viability of design of rain water harvesting shall have to be furnished. Adequate provision for rain water harvesting @ 20 liters per Sqm. of the roof top area shall have to be made underground in the parks and open spaces and same shall be used for the purposes other than drinking and cooking.

(xvii) Parks and open spaces

Area under parks and tot lots shall have to be properly organised in regular shape, amidst the blocks. Proper landscaping of the apartment area in accordance with the design shall be ensured by the builder.

(xviii) Existing trees and plantation

- (a) No construction shall be allowable within a radius of 5.00 metre from the circumference of an existing tree.
- (b) The builder shall ensure plantation of trees at least equivalent to the anticipated population of the area and same shall have to be monitored by the HIMUDA. Local varieties of trees with exotic impact and attraction shall have to be planted.

(xix) Distance from Natural Drainage

Distance from highest flood level along rivers, 'khads' and 'nallahs' shall be as under:-

River	= 25.00m
Khad	= 10.00m
Nallah	= 5.00m

(xx) Distance from Roads

Distance of structures from roads shall have to be adhered as under:-

- National/ State Highways/ PWD
Scheduled roads and bye-passes. = 15 metre
- Other District Roads. = 10 metre

(xxi) Distance from Electric Lines:

Adequate distance from the electric lines as per the requirement of H.P. S.E.B. Rules shall have to be maintained. N.O.C. of the competent authority shall also be required if HT/LT line is crossing through the scheme.

(xxii) Assessment of Power Requirement.

In case power assessment exceeds 50 KW, proper space for installation of transformer is required to be provided in the layout plan and provision has to be made for coming 11 KV line. The proposed space is to be got verified from the concerned A.E.E. of the H.P.S.E.B. and accordingly N.O.C. alongwith verification of provision in the layout plan shall have to be furnished.

(xxiii) Reservation for Economic Weaker Section

In case the total area of the scheme is 40 bighas or more, the promoter shall reserve at least 5% of no. of residential plots or apartments for Economic Weaker Sections, as per the provision of sub-section (8) of Section (5) of the H.P. Apartment and Property Regulation Act, 2005 (Act No. 21 of 2005).

(xxiv) Development of Infrastructure and its Maintenance:

The builder/Developer shall construct roads, drains, lay electricity lines, sewerage and make provision for disposal of solid waste etc. Suitable site has to be reserved for placement of dumpers. The provision of services infrastructure shall be made through a duct on sides of the road and the same have to be ascertained by the HIMUDA during the course of development at site. The developer has to provide street light poles each at a distance of 30.00m on both sides of the roads. The provision of Community Overhead water reservoir has to be made in the scheme. The infrastructural services shall be maintained till such time that a society is formed and got registered by the residents of the scheme or Municipality/Nagar Panchayat or Panchayat undertakes the maintenance pursuits of the area.

(xxv) Control on registration of apartments and release of service connections.

The Sub-Registrar shall not register sale deed of a flat which has been constructed in violation of an approved plan. Similarly, the H.P.S.E.B. as well as I&PH Department shall not release any service connection without obtaining N.O.C. of 91 the competent Authority under the H.P. Town and Country Planning Act, 1977, provision of Section 83-A.

(xxvi) Supervision

The licensed Architect from the Indian Institute of Architects and Structural Engineer, graduate in civil engineering with 3 years experience in structural engineering shall be competent for supervision of development of land upto one hectare. For above one hectare land, the Town Planner shall be competent, as per provision of Annexure-A of part II of National Building Code of India.

(xxvii) Integration

Proper integration of the apartment area shall have to be ensured with the surrounding uses and infrastructural provisions like roads, drainage, sewerage etc.

(xxviii) Projection of Local Heritage

As far as possible local heritage imperatives shall have to be incorporated in the designs in terms of facades, sloping roof, windows, doors etc. Part provisions pertaining to sloping roof shall have to be ensured.

(xxix) References

These regulations shall be read in view of regulations in force. In case of any clarification with reference to any proviso or if there is no any specific provision, the provisions as envisaged in Urban Development Plan Formulation and Implementation Guidelines (UDPFI) of Government of India or National Building Code of India shall have to be adhered to.

